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THE JAPAN MAGAZINE

A REPRESENTATIVE MONTHLY OF THINGS JAPANESE

Editor: Dr. J. INGRAM BRYAN

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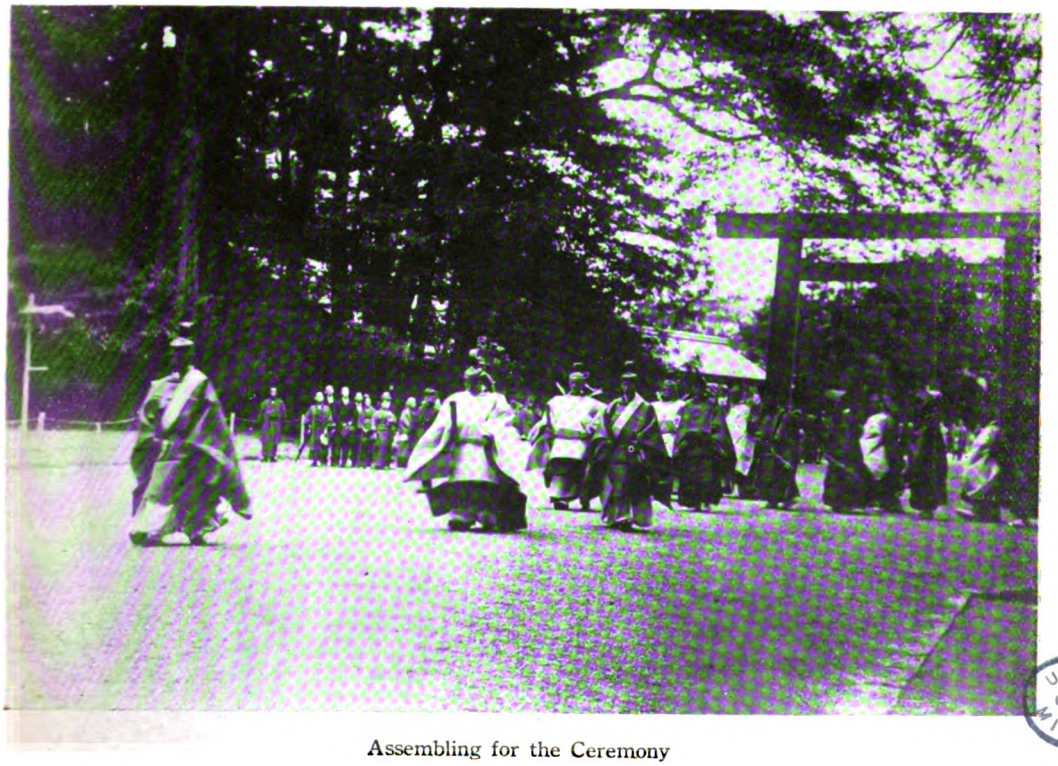
Entrance to New Inner Shrine



Assembling for the Ceremony

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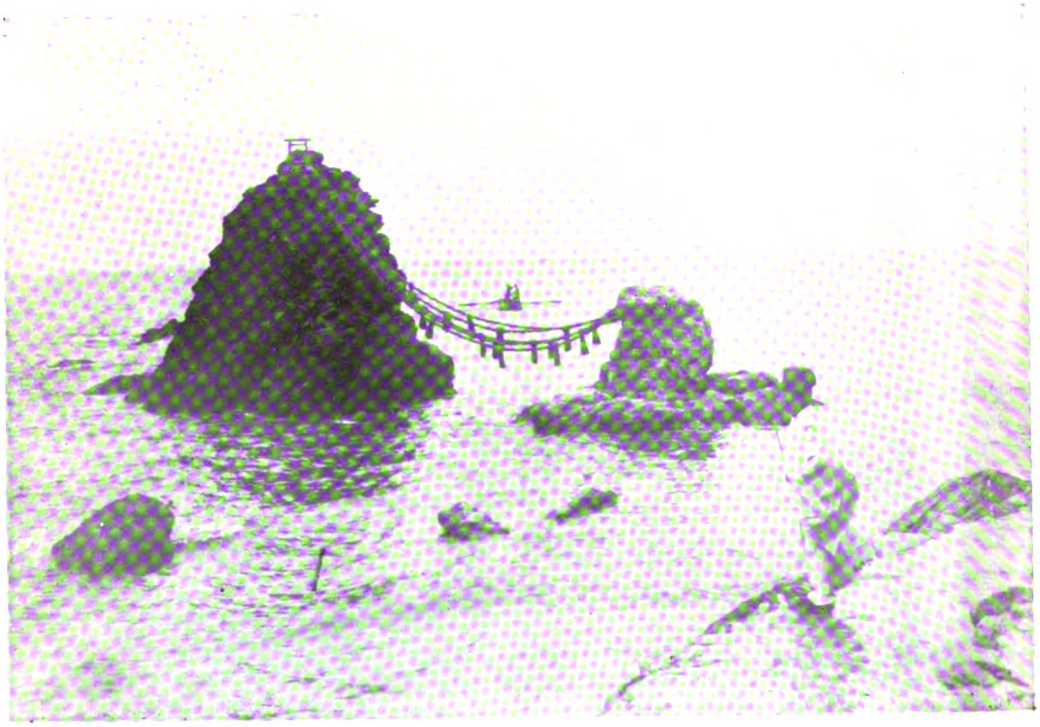
Premier Hamaguchi and other High Officials going to the Shrine



Sacred Twin Rocks near Yamadat

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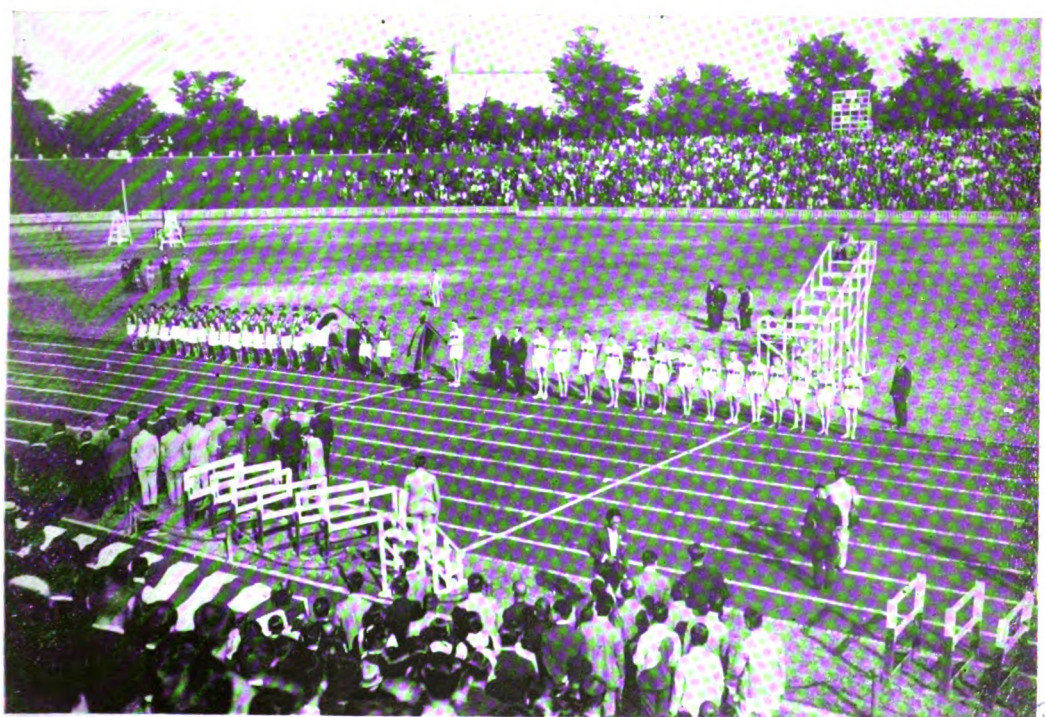
Minister of the Navy, Admiral Takarabe, explains London Naval Conference to other High Officials



Japan-Germany Athletic Contest at Meiji Gruonds

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The Late Baron Shigenobu Hirayama

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THE JAPAN MAGAZINE

A REPRESENTATIVE MONTHLY OF THINGS JAPANESE

Vol. XX NOV.—DEC., 1929 No. 2—3

PASSING OF BARON HIRAYAMA

THE passing of Baron Shigenobu Hirayama leaves a breach in the ranks of Japan's distinguished men. He was in the first grade of the second Court Rank with the First Order of Merit; he was a member of the Imperial Privy Council, President of the Japan Red Cross Society, and he was also Founder and President of the Japan Magazine Company. When fatal illness seized him the anxiety of the nation was seen in the solicitude of the Imperial House, His Majesty the Emperor despatching a special messenger with appropriate tokens of Imperial sympathy to the residence of Baron Hirayama, decorating him with one of the highest Imperial Orders, the Order of the Rising Sun and Paulownia, in appreciation of the Baron's meritorious services to the nation, especially his work for the Japan Red Cross and in the promotion of national industry and general progress. Baron Hirayama fell into endless sleep peacefully at 9.25 p. m. on the 25th of September last.

The late Baron Shigenobu Hirayama was born in the month of November, 1854, and so was in his 76th year. The youngest son of the late Mr. Chojuro Takemura, a *hatamoto* of the Tokugawa Government, as a child he was adopted into the family of the late Mr. Shosai Hirayama, and in 1868 succeeded to the family estate. The head of the family into which he was adopted was first known as Kenjiro Kurooka, a retainer of the Miharu clan of Oshu, who in youth had gone up to Yedo to study under his uncle, C. Takemura, the father of Baron Hirayama. Subsequently Mr. Takemura was adopted into the Hirayama family and became a retainer of the Shogun, using the name Shosai Hirayama. Being a man of brilliant parts he soon found official promotion, becoming a high Government official; he was one of the most remarkable men of his era, being frequently mentioned in the history of the Meiji Restoration. Brought up under such a foster-father, the late Baron Hirayama could hardly have

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been less than the man he was. One of the most frequent precepts impressed upon him by his father was this: Make it a principle of conduct always to attribute your merits to your superiors, never to yourself; never make any display of your own cleverness; and do not complain of your colleagues, even though some of them may seem unworthy.

Needless to say the late Baron faithfully adhered to these maxims, which became principles of conduct to him, and had much to do with his success in life. He was always noted for his eminent honesty and sincerity in life, with malice towards none and charity towards all. No wonder he was one of the more popular officials of his day and generation.

The Hirayama family in which the late Baron was brought up belonged to the famous Mito Party of the Restoration period, insisting on the selection of Lord Keiki Tokugawa as the fifteenth shogun of the Tokugawa line. When Lord Iyesato Tokugawa, now Prince, was established at Shizuoka in a fief of 700.000 *koku* of rice annually, as successor to Lord Keiki, the late Baron Hirayama accompanied his father when he removed to Shizuoka. In 1870 when young Hirayama was 17 years of age, he entered a school of the Shizuoka clan in Yokohama, where he specialized in French studies. His knowledge of French led to his appointment as an official of the third rank sent to the Japanese department of the Great Vienna Exhibition in 1873. There he immediately won the confidence and admiration of the late Count Tsunetami Sano, the Japanese Commissioner of the Exhibition. It was this gentleman who later founded the Japan Red Cross, becoming its first president; and it was most natural that the intimate relations between the two men should lead the late Baron to take a deep and life-long interest in the work of that great Society, finally becoming its President.

The Vienna Exhibition was Japan's first experience of such international occasions; and the late Baron had much to do with the success of our exhibits there, modestly filling every opening that offered for the promotion of his country's interests; and the success which he helped to win led to Japan's taking part in all the greater international exhibitions since, and with nearly all of which the late Baron Hirayama had something to do. This was so true that he soon became known in Japan as "the father of exhibitions." His zeal and tact in promoting knowledge of national industry and trade opened the way for a wide extension of our national exports as well as the importation of the articles most essential to our own internal development. He thus rendered invaluable service to the commercial and

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industrial progress of his country.

In 1878 Baron Hirayama was sent to France as an official of minor rank in the Japanese Legation, but also as Japanese Commissioner at the Paris Exposition. On his return to Japan he became successively Secretary to the Department of Finance, of the Genro, and later Secretary to the Minister of Finance. In the first Matsukata ministry he served as Chief Secretary to the Cabinet; and afterwards he became Chief Secretary of the Privy Council and of the Finance Department, as well as judge in the Court of Administrative Litigation. The Emperor in 1904 made him a member of the House of Peers, and later a privy councillor. Then he became President of the Japan Red Cross Society in succession to the late Viscount Ishiguro, holding this position until his death. After so many years of distinguished national service the Emperor raised him to the rank of Baron in 1924.

From a popular point of view the late Baron Hirayama's place in the affection of the nation was gained through his great service in the cause of Red Cross work, both at home and abroad. Even as far back as the days of Count Sano, Baron Hirayma was always doing things for the Red Cross without official sanction or notice; he had little ways of his own for helping on the work. His appointment as President of the Society came at a time when he was retiring from official life, and so he was able to render more effective service to the cause than otherwise would be possible. His whole soul was wrapped up in this service which he regarded as a duty to humanity. In spite of his years and declining health, no call from the Red Cross ever met with discouragement from him; he even traveled about in its interests and constantly busied himself with its affairs. He was accustomed to remind his friends that the work of the Red Cross was his one life interest. He had an idea that it would be a great delight to Count Sano to be able to tell him, on reaching Paradise, all about the success of the Red Cross work. It is not too much to say that it was on account of his unceasing travels and labour for the Red Cross that he injured his health and hastened the end of life.

Of course the funeral obsequies of such a man were of national concern; but the funeral was naturally placed under the auspieces of his beloved Red Cross Society, being the first official funeral conducted by the Society since its foundation. He was laid to rest in the family cemetary on the 28th of September, amid the mourning of a wide circle of friends and patriots as well as all lovers of philanthropy. Long will Baron Hirayama be missed among the great leaders of national progress. In private life, too,

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In 1781 Lafayette [illegible] France as [illegible] of the Jacobins. He also [illegible] Japanese Commissioner [illegible] Exposition. On his return [illegible] he became [illegible] to the Department of [illegible] Cher, and to Pennsylvania [illegible] Assembly [illegible] of France. In [illegible] Estates meeting [illegible] tary to the [illegible] became Chief Secretary [illegible] Count and of the [illegible] ment, as was [illegible] the Count of Artois [illegible] Assembly [illegible] Bastile. The Emperor in 1804 made him a senator of the Rhine. [illegible] of France [illegible] counsellor. [illegible] of the Legion [illegible] of the [illegible] Grand Cross [illegible] cession to [illegible] Louis Philippe [illegible] After so many [illegible] ment and service [illegible] him to the [illegible]

From a portrait by [illegible] the Baron Hyde de Neuville's possession.

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he was one whom all might emulate withe sincerity. Of amiable and noble disposition, with cheerful and unclouded heart, he frankly and honestly faced life's difficulties and duties, always for the sake of others rather than for himself, always in public rather than private interest, ever active in good works. More than forty undertakings in the interest of humanity that he supported by his sympathy and liberal contributions will now mourn his loss.

We have said nothing about his attempts to promote good relations between Japan and the world through the pages of the Japan Magazine which he founded and assisted to the end of his life. Mention is made of this in the Current Thought section of the Magazine. What is emphasized in this article on the Passing of Baron Hirayama is the example he set before his countrymen and the world of a distinguished official who won the respect and confidence of his Emperor and country, no less than of the world. It is our earnest desire that the example of Baron Hirayama may find emulation everywhere among the rising generation.

Funeral obsequies of Late Baron Giichi Tanaka

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INTERNATIONAL ENGINEERING CONFERENCE AND WORLD MOTIVE POWER CONFERENCE

By M. OUCHI

UNDER auspieces of the Engineering Institute formed by twelve engineering societies in Japan, a great International Engineering Conference took place in Japan during the last week in October. The object of the Conference was to have experts representing the engineering scholarship of the world meet and confer, by reading papers and conducting discussions on all important matters connected with engineering science and industry, so that by thus exchanging views and extending mutual knowledge they might contribute to the progress and general development of world civilization. The International Conference has hitherto been held irregularly in various centres in Europe and America, though on a smaller scale; the present one was the first to meet in the Far East, and it was the largest and most significant that has yet been held.

In March, 1925, Dr. Sperry, a great American inventor and industrial leader, sent a telegraphic message to Japan suggesting that the international Conference should meet in the Orient within the next five years; the message purported to represent the view of all the leading American manufacturers. As leaders of industry and other important persons in Japan had already been thinking in the same way, they gladly acquiesced in the proposal, and it was at once decided to hold the Conference under auspices of the Japan Engineering Institute; while the Imperial Government, then under the Wakatsuki Ministry, not only signified its ready consent, but in 1926 granted 150,000 yen towards the expenses of the Conference. The total expenses of the Conference amounted to about 370,000 yen, of which 20,000 was contributed by the Japan Engineering Institute, 200,000 by the people, and the rest by the Government, as indicated above.

As such a conference is of the utmost international importance the Engineering Institute requested the formal approval of the new cabinet following the Wakatsuki Ministry, so as to assure the world of Japan's

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INTERNATIONAL ENGINEERING CONFERENCE

AND

WORLD MOTIVE POWER CONFERENCE

By M. COCHI

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sympathy with the aim of the Conference in promoting a better understanding among the nations represented, and so contribute something towards world Peace; and, of course, the Conference was expected to prove an effective means of introducing the progressive condition of this country to the outside world. Therefore, in January, 1928, the Prime Minister was asked to become honorary chairman, and the Minister of Commerce and viscount Shibusawa to accept the position of honorary vice-chairmen, while Count Kiyoura, Viscount Kaneko with other leading men were made advisers to the Conference. In July the same year H. I. H. Prince Chichibu was pleased to accept the position of Honourary President of the Conference, and has been the means of greatly assisting the preparations and the proceedings by wise counsel, thus ensuring its success.

It is impossible in the brief space at our disposal to give any adequate idea of the tremendous size and significance of such an unprecedented Conference, at which some 330 papers were submitted by foreign experts and 470 by Japanese, while more than 500 persons of prominence in European and American industry attended the Conference, some of them bringing members of their families. Naturally the Japanese membership was largest, numbering over 2,500. It was by far the greatest international conference ever held in Japan.

The good attendance, even by experts from distant countries, was a most encouraging feature of the Conference. The International Engineering conferences held in the past were at Paris in 1901, at St. Louis in 1904 and at San Francisco in 1915; but none of them was so well attended or so interesting as this one in Japan. It was the first one that really attained fully the object of so vast a congress of experts.

Japan has been further favoured this autumn in having a meeting of the World Motive Power Conference held here. This conference, which originated in England, was first held in London in 1924 when the British Exhibition at Wembly was going on, and the members attending it were mostly engineers. Though the conference was ostensibly for engineers, the subjects discussed at it included all branches of industry, and forty-seven countries were represented; and so it was quite international in scope and significance. The number of papers read was 430. The deputies present at once perceived the good effect it must have on the science they represented, and decided to continue it permanently as a means of promoting international study of industry. The second of the conferences was held in Switzerland in 1926, and the third in London in 1928.

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with a forth in Spain in May, 1929. With the exception of the first conference, the subjects discussed were limited to matters associated with motive power, giving the conference a permanent name, and reducing the number of papers read from 80 to 160.

Both these conferences, during their sessions in Japan, bore marvellous testimony to the enormous growth of industry during and after the European war in all countries; and the presence of the two conferences in Japan indicated the increasing interest being taken in this country as a competitor in world industry and trade, as a result of the rapid and efficient advance of science in Japan, since the Meiji Restoration. It was not the aim of these conferences merely to read, discuss and publish papers dealing with industrial and motive development and so lend impetus to such progress, but to bring the great engineering and industrial experts into close touch with the progress of such science and industry in Japan so as to create deeper international sympathy and promote peace between the East and the West.

That the Motive Power Conference should take advantage of the meeting of the Engineering Conference to convene at the same time in Japan was the happy inspiration of Mr. Dunlop, a great name in world industry; and the suggestion came just at the moment when the Japan Motive Power Association was being established, enabling the conference to be held under its auspices and direction. To this the Government contributed 30,000 yen out of the 100,000 yen required.

Not only in the number of delegates and in the interest excited, but also in the number of papers read these two conferences exceeded the majority of such events in other countries hitherto. At the Engineering Conferenc ethe number of papers was 800, with 135 at the Motive Power Conference, 935 in all. Among the delegates were 40 Englishmen, 37 Germans, 20 French, 6 Italians, 6 Swiss, 17 Swedish, 13 Danish, 2 Belgians, 4 Czecho-Slovakians, 10 Russians, 40 Chinese and 10 others, to say nothing of the 260 Americans present; and these delegates all represented men of the first rank in their various professions. These conferences are expected to have a very favourable effect on Japan's engineering science and industry, as well as on the development of our national industries generally, with, we hope, a marked expansion of national power and wealth, and not least, further promotion of international Peace.

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SACRED SHRINES OF ISE

BY THE EDITOR

In October 1953 I was invited to be one of a group of journalists who were to visit Ise, Japan's most sacred shrine. The occasion, here it was announced, would be the twenty-first transfer of the Sun Goddess from the old to the new shrine. This is the central ceremony of Shinto, Japan's ancient religion, which has been worshipped since the foundation of the empire before the birth of Christ. As the shrine from the beginning has been built of wood it has to be reconstructed every twenty years, and the ceremony of transferring the sacred objects within the Holy of Holies from the old to the new shrine is one of the most important, involving the presence of the highest dignitaries of State. As the Ise shrine has been reproduced exactly, even to the smallest detail, there is no doubt that each new shrine is the model of the previous one. Back to the beginning so many centuries ago. It is the most remarkable attempt to preserve Japan's beauty fully situated in the ancient groves of Ise. One of the chief objects of the goddess Amaterasu Omikami, whose name means the Sun Goddess from whom the Imperial House takes its descent.

The usual observed decency [illegible] which distinguishes [illegible] Japanese [illegible] were [illegible] Ise [illegible] most [illegible] care [illegible] so [illegible] that [illegible] [illegible] [illegible]

SACRED SHRINES OF ISE

By THE EDITOR

IN October this year took place the 58th ceremony of installing the sacred treasure in the new shrines at Ise. The Ise Daijin-gu is the central shrine of the nation; here the ancestral deities have been worshipped since the foundation of the empire before the birth of Christ. As the shrine from the beginning has been built of wood it has to be reconstructed every twenty years; and the ceremony of transferring the sacred objects within the Holy of Holies from the old to the new shrine is one of national importance, involving the presence of the highest personages of State. As the Ise shrines have been reproduced exactly, since their foundation, there is no doubt that each new shrine is the model of the preceding shrine, back to the beginning so many centuries ago. This the most renowned center of worship in Japan is beautifully situated in the ancient groves of Ise. One of the shrines is dedicated to the goddess Tensho Kodaijin, who is the Amaterasu-o-mikami of Japanese tradition, the Sun Goddess from whom the Imperial House takes unbroken descent.

The ritual observed during the removal of the altar in which the deities are enshrined is more than a religious festival. Japanese history shows that successive emperors have been most careful to see that the sacred buildings are erected every twenty years according to the ancient models, especially since the time of the Emperor Temmu 673-676 A. D. Imperial representatives have always been despatched to Ise to preside at the ceremony of removal. Up to the year 1585 the ceremony varied slighly, owing to the vicissitudes of history; but since then there has been no variation. This great function took place three times during the Meiji era, in 1869, 1889and 1909. The altar of the central shrine, dedicated to the Sun Goddess, has the famous tablet known as the *mitama-shiro*, and the Yata-no-kagami, or Sacred Mirror, one of the treasures of the Imperial House. The Sun Goddess is one of the most conspicuous figures in Japanese mythology. Among her marvellous feats was that of plunging the world into darkness by withdrawing herself into a cave because of the offences of man, distressing both heaven and earth. By assembling before the entrance to the cave, and dancing, the gods induced her to emerge and restore light to the world. When she sent her divine relative to rule the land she handed him the sacred mirror, assuring him that the Imperial House would be as permanent as heaven and earth. With it she included the Yasakani-no-

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magatama, or Sacred Bead, and the Kusanagi-no-tsurugi, or Sacred Sword. She commanded him to regard the Mirror as the symbol of her constant presence, to keep it near the Imperial person and to worship it. This mirror thus became one of the indestructible insignia of Imperial sovereignty. The Mirror therefore symbolizes righteous rule and straightforwardness; the Sacred Jewel stands for gentleness and benevolence, and the Sword for valour and sagacity. These three are known as the Sacred Treasure, and are regarded as the most precious and revered insignia of Majesty in Japan. No one can occupy the Throne of the Empire unless in possession of them.

After the foundation of the Empire the Imperial Shrine with its Sacred Treasure moved from place to place as the oracles decided, and continued to be the central shrine of the Imperial Court. The Emperor Ojin decided, however, to establish the shrine at Kasanui in Yamada province at the end of the third century A. D., appointing an Imperial Princess as priestess. But the Imperial priestess had the shrine again removed to various places as the oracles determined, but finally it found a permanent site at Ise where it still remains. It is a beautiful spot surrounded by green hills with a splendid outlook toward Owari bay. On this spot the fane of the Sun goddess has stood for more than nineteen centuries. The second in rank of the Ise shrines was built five centuries later by order of the Emperor Yuryaku, and consecrated to the name of the earth-goddess Toyouke Daijin; it is popularly known as the Gegu, and contains many memorials of the god-age. It is situated some three miles from the central shrine. This shrine is usually first visited before worshipping at the Grand Shrine of Ise, and after that the Naigu or inner shrine.

Like all shrines of the Shinto faith the architecture of the Ise Dai-Jingu is characterized by extreme simplicity, rigorous plainess, almost destitute of ornamentation. But they are built of the very finest cedar wood, left bare and unprotected, except that beam ends are capped with gilded metal. Roofs are heavily thatched with reeds or rushes, so well woven that moisture can not enter. The precincts and surrounding gardens are in beautiful natural landscape style. A clean gravelled road runs from the outer to the inner shrine, with pine trees on either side. Guns from the war with China and with Russia ornament the approach here and there. Passing through the first torii the eye has glimpses of the Isuzu river; here the worshipper purifies himself with clean water, and passes to the left through ancient hinoki groves. He now faces the Grand Shrine in its beautiful Shinmei style with thatched roof. The principal

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[illegible]

[illegible] Kusana [illegible] She commanded [illegible] Mirror [illegible] presence, to keep [illegible] person and to [illegible] this [illegible] insignia of Imperial [illegible] Mirror [illegible] and [illegible] jewel [illegible] and [illegible] as the Sacred [illegible] of the [illegible] Majesty in Japan. No one [illegible] of the Empire [illegible]

After the [illegible] the Empire [illegible] Sacred Treasure moved from place to place as the oracles decided and continued to be the central shrine of the Imperial Court. The Emperor Ojin decided, however, to establish the shrine at Kasanui in Yamada province at the end of the third century A.D., appointing [illegible] as priestess [illegible] the Imperial priestess [illegible] places as the oracles determined, [illegible] finally it found a permanent [illegible] at Ise where it still remains. [illegible] spot [illegible] splendid outlook toward Owa [illegible] On this spot the [illegible] Sun goddess has stood for more than nineteen [illegible]

[illegible] the [illegible] Emperor Yuryaku and [illegible] to the name of the [illegible] [illegible] Grand [illegible] the Kasanui [illegible]

Like all shrines of the Shinto [illegible] rigorous [illegible] of the [illegible] of the very [illegible] are [illegible] Roofs are heavily [illegible] with [illegible] not [illegible] The [illegible] and surrounding gardens are in beautiful natural landscape style. A clean [illegible] roadrunns from the outer to the inner shrine, with pine trees [illegible] with Russia [illegible] approach [illegible] the [illegible] of the [illegible] Grand [illegible] style with thatched roof. The principal

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building called the Shoden is 36 feet 9 inches long, 18 feet deep and 19 feet high; it is devoted to memorial rites in honour of the Sun Goddess. It has two wings or *hoden* in which objects of veneration are stored. As these are about 21 feet long the combined frontage is about seventy-eight feet nine inches. These edifices are surrounded by an inner wooden enclosure 551 feet 5 inches long, and an outer fence 1,111 feet and 1 inch long. The domiciles of the priests and other mansions connected with administration of the shrines occupy contiguous positions hidden by the ancient groves.

It scarcely needs saying that every loyal Japanese subject should worship at the central shrine, thanking the Sun Goddess for the Imperial benevolence and other favours bestowed on the nation. Religious celebrations are held at the shrines annually with the utmost regularity and solemnity. All important events are duly reported to the ancestral deities at Ise; and all high officials on receiving Imperial appointment do likewise. After Japan's victory over Russia the Emperor Meiji personally rapaired to the Grand Shrine to return thanks to the national deities; this was the first Imperial visit, and was repeated four times by the same Emperor who made a rule that after each ruler ascends the Throne he must visit the Ise Shrine and report to the ancestral gods. The Emperor Taisho duly carried out this rule, and so did the present Emperor after the Imperial Enthronement.

Of all the festivals and celebrations held at the Ise Shrine the one in October was one of the greatest and most significant, because of Japan's phenomenal progress as an industrial and international Power among the nations of the world. Her greatness in war and peace is now fully manifest to all. With the Enthronement ceremonies of last autumn fresh in mind the whole nation took a profound interest in the Ise celebration when the ancestral altar was moved to its new shrine under Japan's new Emperor. There were many functions, but the culminating event was the Sengyo ritual, or change of shrines, performed with a pomp and dignity unprecedented on such occasions. The head of the shrine, the Imperial Prince Kuni, was present with an Imperial guard.

At 6 o'clock on October 2nd the body of officiating priests was summoned by the beating of a drum to the place of convocation, whence they were led by Prince Kanin as supreme director of ceremonies, and Prince Kuni as the direct representative of the Emperor, in procession to the old shrine, all clad in resplendent robes of antique pattern with symbols of the sacred sakaki tree. Pine torches lighted the way and the processions moved to the strains of ancient music. On passing into the

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hallowed enclosure each individual was purified with salt by an acolyte. At the foot of the alter the envoy of the Emperor annouced His Majesty's command to make the change to the new shrine, the doors were thrown wide open and the priests proceeded with the ritual. Soon they were seen emerging with the sacred reliquaries containing the Sacred Treasures, marching along matted paths to the new altar, they were next surrounded by a wall of pure white silk, for the sacred objects are not exposed to public gaze. At 8 o'clock they marched into the vacant shrine. At the same moment the Emperor was engaged in solemn worship before the altar of the Imperial Shrine in Tokyo, accompanied by high officials of State, invoking the blessing of heaven on the ceremony at Ise. The final procession to the newly erected shrine was the most impressive that Japanese eyes could see, and the crowds assembled participated in it with profound reverence. By eight o'clock in the evening all the sacred objects had been consigned to their allotted places, and the exercises of the Naigu Sengyo had come to an end. The same routine was repeated a few days later in removing the sacred objects of the Gegu shrine with its priceless contents.

Welcome to T. Fujita, noted Japanese painter home from Paris

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AN EIGHTEENTH CENTURY POETESS

By ARIEL

AN erroneous idea appears to prevail among people abroad that Japan had no women of literary eminence between the Heian era in the 10th century and comparatively recent times. But one has only to mention such names as those of Akazome Emon and Kaga-no-Chiyo to show that in almost every century Japanese women have been found, not only interested, but expert in the poetic art and mode. The lady Chiyo made herself mistress of what is called the *haikai* form of poetry. This mode is sometimes called *hokku;* it is the most diminutive form that Japanese verse can take, consisting of only 17 syllables, while the ordinary stanza, known as the *tanka* has 31 syllables arranged in five lines of 5, 7, 5, 7, 7, syllables each. The *haikai* is obviously an abbreviation of the *tanka* in three lines of 5, 7, 5, syllables each. It is generally used in epigrammatic or gnomic themes; but a few of the national poets have succeeded in making *haikai* the vehicle of profound thought and poetic inspiration. Its origin was doubtless due to a desire for quips and novelty in a monotonous age when literature was going to seed. Basho, the first of the great *haikai* poets set the example, but his pen was too prolific to be always at its best, and like many another poet, his poetic remains are greater in volume than quality.

Eight years after his death in 1694 there was born in the town of Matsuto in Kaga, some six miles from Kanazawa city, a lady named Chiyo who was to rival him in fame as a composer of *haikai* verse. Chiyo was the daughter of a poor paper-hanger of the place. She spent her early years in her father's shop gazing at the pretty papers arranged there for exhibition; she was particularly interested in the caligraphy of famous men, examples of which her father had on view for his customers while he was mounting them for their owners. Some of these were Chinese p ems, some ordinary verse and others in the *haikai* mode, in which she soon came to be specially interested. Her father used to read them to her and instruct her in the meaning; and soon she grew able to do this for herself. One day in Autumn her father was surprised to see how wistfully the child gazed after a flock of wild-geese flying over the house, honking to each other as they disappeared across the rice fields. Still more surprised was he to hear little

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Chiyo repeating to herself what he at once knew as a *haikai* verse about the geese:

Hatsu-kari ya
narabete kiku wa
Oshii koto.

First wild geese this year,
in solemn order honking:
mournful to mine ear!

It is an ancient sentiment that the first wild geese of the year herald the approach of Autumn and so have some saddening significance for man. Little Chiyo's ability for poetic composition grew and developed until the neighbours began to take an interest in her. It seemed astonishing that a child of seven could have produced so fair an example of the brief mode.

The parents of the child no less than their neighbours encouraged her attempts at composition; she was sent to the school of Hotta Bakusui, a *haikai* expert of the day, living in Kanazawa. Chiyo was then in her 12th year, and under her instructor the girl made wonderful progress in the art. When she was in her 15th year an event of great importance in her life was the arrival of Rogenbo, a famous *haikai* composer of the Mino School, who stayed a few days at Matsuto. He was a pupil of Shiko, one of the ten noted pupils of the famous Basho, and the founder of the Mino school of *haikai* verse. Of course Chiyo was very anxious to meet Rogenbo and have him give her the benefit of his criticism; and this she at last had the courage to accomplish, visiting him at the inn where he stopped.

The poet did not know what to think of this visit from so young a girl; he did not appear at first to take her seriously, and thought it was just one more example of vain ambition in raw youth; but to satisfy her he gave her a theme to try herself on, the Cuckoo. On this subject Chiyo promptly produced a verse. But when Rogenbo examined it he showed no sign of approval or disapproval, much to the girl's disappointment. He simply suggested that she had better try again, which she took to imply want of appreciation on his part. However she composed another, which the poet examined as before, but again without a word of admiration or otherwise. Thus he kept her composing poem after poem without giving her any satisfaction one way or the other. She did not then realize that he was putting to her the best of all tests to prove the existence of the poetic gift; for if the poet be willing to go on trying in spite of all discouragement, he is a poet indeed. Nothing can quench the springs of poetry. It was now far into the night and the child was still trying to compose more verses on the cuckoo. As she looked out of the window she saw the first streaks of dawn lighting up the East. Then she applied herself to her final

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[illegible] opposite:

Hats have
reached a new
climax

In two words this year,
Is so-soon-over-boniface:
promoted to [illegible]

It is on the front seat that the first visit of the year is paid the approach of Autumn and a hint some said during a visit to [illegible] Chiyo [illegible] for no [illegible] prowled about until the merchants began to take an interest in her. It seemed astonishing that a child of seven should have produced so large an example of the breed [illegible].

The parents of the child to obtain their neighbours' encouraged her at length to [illegible] she was sent to the school of Miss Sabusui, a favourite of all [illegible] living in Kamakura. Chiyo was born in her 13th year, and under her [illegible] the girl made wonderful progress in the [illegible]. When she was in her 14th year a visit of great importance in her life was the arrival of Fujiko, a [illegible] company of the Nitto Shoten, who stayed a few days at Matsuo. He was a pupil of Shuko, one of the [illegible] pupils of the [illegible] and the founder of the Nitto school of Kabuki verse. Of course Chiyo was very anxious to meet [illegible] and have his opinion of her work. [illegible] Fujiko [illegible] Chiyo [illegible] [illegible] [illegible]

effort:

Hototogisu
hototogi u tot
ake ni kari.

Cuckoo, O cuckoo,
while poetizing on you,
morning dawns, cuckoo!

Now for the first time Rogenbo expressed admiration. Here was a poet who could write as she really felt; no imitator, but a spirit speaking from the heart. A splendid poem, he called it; and told her that if she continued writing from the heart she would some day wind stinction as a [illegible] of *haikai*.

By the time Chiyo reached the age of 18 she was widely known for her accomplishment in the *haikai* mode; her friends regarded her as a poetic genius, and men sought her hand in marriage. At last she became betrothed to a samurai named Fukuda of the Kaga clan. At the thought of marriage the young poetess was not wholly happy; she entered upon her change of estate with great uneasiness, as much for the man's sake as for her own. She did not think herself comely enough to win a man's affection, and that she was being married for her reputation. The poem she composed in reference to the uncertainties of wedlock is typical of her mood at that time:

Shibukaro ka
Shiranedo kaki no
hatsuchigiri.

Are they sour or sweet,
those persimmons on the tree?
taste before you eat!

Running persimmons on a tree [illegible] a beautiful golden tint, they [illegible] beautiful and toothsome; but not [illegible] you try one can you tell whether it is sour or sweet; so is it with women, [illegible] and with men too.

Happily for both of them the marriage proved a very agreeable one, and the young samurai learned to love the young poetess no less than he loved [illegible]. Nor did he prevent her from being devoted to verse as before. When her little boy was born she named him [illegible] chi after his father; and to the child both parents were very devoted. Thus life went pleasantly for a time, during which the productions of her pen were many and much appreciated. One day when she went to the well to draw water she found that during the night a [illegible] volvulus had reached over its tendrils from the adjoining fence and twined around the rope of her well-bucket. This was too much for a poetess; she refused to disturb the vine with its beautiful blossoms, and went across to a neighbour's well to ask a [illegible] of water, writing the following poem in honour of the event:

Asagao ni
tsurube tori rete
mora mizu.

By morning glory
my well-rope has been stolen:
so water give me!

It was quite like her to seize on the delicate subject and deal with it in so

effort:

Hototogisu
hototogisu tote
ake ni keri.

———

Cuckoo, O cuckoo,
while poetizing on you,
morning dawns, cuckoo!

Now for the first time Rogenbo expressed admiration. Here was a poet who could write as she really felt; no imitator, but a spirit speaking from the heart. A splendid poem, he called it; and told her that if she continued writing from the heart she would some day win distinction as a composer of *haikai*.

By the time Chiyo reached the age of 18 she was widely known for her accomplishment in the *haikai* mode; her friends regarded her as a poetic genius, and men sought her hand in marriage. At last she became betrothed to a samurai named Fukuda of the Kaga clan. At the thought of marriage the young poetess was not wholly happy; she entered upon her change of estate with great uneasiness, as much for the man's sake as for her own. She did not think herself comely enough to win a man's affection, and that she was being married for her reputation. The poem she composed in reference to the uncertainties of wedlock is typical of her mood at that time:

Shibukaro ka
Shiranedo kaki no
hatsuchigiri.

———

Are they sour or sweet,
those persimmons on the tree?
Taste before you eat!

Ripening persimmons on a tree have a beautiful golden tint; they all look beautiful and toothsome; but not till you try one can you tell whether it is sour or sweet; so is it with women, yes and with men too.

Happily for both of them the marriage proved a very agreeable one, and the young samurai learned to love his young poetess no less than she loved him. Nor did he prevent her from being as devoted to verse as before. When her little boy was born she named him Yaichi after his father; and to the child both parents were very devoted. Thus life went pleasantly for a time, during which the productions of her pen were many and much appreciated. One day when she went to the well to draw water she found that during the night a convolvulus had reached over its tendrils from the adjoining fence and twined around the rope of her well-bucket. This was too much for a poetess; she refused to disturb the vine with its beautiful blossoms, and went across to a neighbour's well to ask a gift of water, writing the following poem in honour of the event:

Asagao ni
tsurube torarete
morai mizu.

———

By morning glory
my well-rope has been stolen:
so water give me!

It was quite like her to seize on this delicate subject and deal with it in so

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dainty a poetic strain.

But this happy poetic life was not to continue, alas; for in the summer of 1726 she lost her husband through illness. She nursed him night and day through it all, but in vain. Left alone with the little boy, it was difficult to recover her poetic mood. But every night that summer as she lay with the child under the big mosquito net that used to shelter the three in family from the gnats, she could not sleep, thinking of the space left by the absent husband. When her child was wakeful and turned over at night into the empty space left by the father, her heart almost broke. It would require a mind of great poetic intensity to say more than Chiyo wrote in the 17 syllables of her *haikai:*

Okite mitsu
nete mitsu kaya no
hirosa kana.

Three of us waking,
three'neath the gnat-net sleeping;
O space, heart-breaking!

To be left a widow in the height of her joy at the age of 27 was sad enough; but that was not all; not long afterwards the child took ill and died. Her heart and life were wrapped up in the little boy, and her grief now seemed the limit of endurance. Everything reminded her of her losses. After the boy's death she refused to have the holes he made in the paper shoji mended; but every time she looked at them they but served to revive her grief; and when winter came, the wind whistled through the holes and chilled the mother to the bone. At last she had the shoji re-papered; but the new paper again reminded her of the holes that were and were now no longer; so she wrote a *haikai* on that idea:

Yaburu ko no
nakute shoji no
samusa kana.

Gone, my naughty boy:
but the windows still are cold
and my heart doth cloy.

Even the clean new paper doors were now colder than the old ones with the holes her lost boy had made. When she looked on summer again the darting dragonflies only brought back recollections of the little fellow chasing them as he used to do all the day long:

Tombo tsuri
kyo wa doko made
itta yara?

Hunting dragonflies,
is that where my boy has gone?
But no voice replies!

Bereft of both child and husband Chiyo could no longer face the world, so she retired to a nunnery, shaving her head and devoting the rest of her life to religion. As she took the vows she composed a verse that was typical of her mind, light as the mode requires, yet penetrative and profound;

Kami o yu
te no hima akete
kotatsu kana.

Raven locks are gone,

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let them [illegible]
[illegible] the [illegible]

Her age [illegible] She did not prove a very secluded [illegible] of the sisterhood, but spent [illegible] travelling about enjoying as far as possible the beauties of nature; she [illegible] to visit [illegible] Basho's [illegible] she [illegible] never [illegible] her poetry [illegible] to her fame until she finally passed away at the age of 7[illegible] in [illegible] 1775.

THE RED CROSS WITH JAPAN

Dietetics Improvement Exhibition

THE Japan Red Cross Society held a Dietetics Exhibition at its laboratory in the head office from the [illegible] to the 16th of November. The purpose of the exhibition was to interest the public in the necessity of improving the diet of the nation, especially in the direction of greater nourishment. The subjects represented were (1) materials essential to bodily nourishment, (2) the digestion and assimilation of food, (3) the necessity of nutrition [illegible] nutritive substances, their quantity and value, (5) menus and (6) cooking.

The exhibits were so arranged as to give visitors to the exhibition full knowledge of the nutritive [illegible] of the [illegible] foods, as well as [illegible] the question of adequate physical [illegible]. They learned how to select and prepare food [illegible] and consumption, even to the proper manner of eating [illegible] with them [illegible] proper [illegible] and [illegible] physical [illegible].

The Exhibition was regarded as [illegible] the purpose for which it was [illegible] as the [illegible] was [illegible] and the [illegible] that could be desired. [illegible] the [illegible] in its own [illegible] without proper food, the physical condition of the people [illegible] [illegible] must [illegible] [illegible] [illegible] plain [illegible].

let time now dress my tresses ;
I'll hug the hearth alone !

Her age at that time was 53. She did not prove a very secluded member of the sisterhood, but spent much time travelling about enjoying as far as possible the beauties of nature ; she particularly liked to visit the scenes of Basho's compositions, showing that she never lost her interest in poetry. Her travels and her poetry continued to add to her fame until she finally passed away at the age of 74 in the year 1775.

Dietetics Improvement Exhibition

THE Japan Red Cross Society held a Dietetics Exhibition at its laboratory in the head office from the 3rd to the 16th of November. The purpose of the exhibition was to interest the public in the necessity of improving the diet of the nation, especially in the direction of greater nourishment. The subjects represented were (1) materials essential to bodily nourishment; (2) the digestion and assimilation of foods ; (3) the metabolizing of nutriments; (4) nutritive substances, their quality and value ; (5) menus and (6) cooking.

The exhibits were so displayed as to give visitors to the Exhibition full knowledge of the nutritive qualities of the principal foods, as well as the importance of the question of adequate physical nourishment. They learned how to select and prepare food for cooking and consumption, even to the proper manner of eating such foods, together with the necessity of proper ventilation, sunlight and physical exercise.

The Exhibition was regarded as eminently successful in achieving the purpose for which it was established, as the attendance was good and the interest shown was all that could be desired. This is but one more way in which this great Society is interesting the nation in its own welfare, since, without proper food, the physical condition of the people will be defective, disease will be encouraged, and the future of the country endangered. It is therefore a cause no less patriotic than humane and philanthropic.

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TRADE MONOPOLIES OF THE TOKUGAWA PERIOD

By T. MINODA

II

ANOTHER monopoly or peculiar business of the feudal age was known as *Kakeya*.

3. Kakeya

During the Kanbun era, extending from 1661 to 1672, the only financial facilities open to the various daimyo was a system known as *kakeya*, a name derived from the custom of making a deposit (kakeku) of money with certain financial houses; the business of *kakeya* in itself cannot be regarded as a monopoly, since the number of those engaged in it was not limited, but it was a peculiar sort of business belonging to the time, from which the government of the day reaped benfits; and nearly all the leading merchants tried to act as *kakeya* to the daimyo, their importance depending on their standing and credit. Among the great exchange brokers of the period Konoike Zenyemon was one of the biggest; he was *kakeya* to the lords of Kaga, Hiroshima, Awa, Okayama and Yanagawa, and also had financial transactions with the clans of Bishu and Kishu. It may be mentioned that all the daimyo treated their *kakeya* liberally, regarding them rather as stewards, or *yonin*, and ranking them as *rusui*, a daimyo's agent of high rank in Yedo, granting them fiefs or stipends.

The main duty of a *kakeya* was to act as agent in the sale of his patron's rice and other products of the daimyo's fiefs, sent to the various warehouses where goods were stored to await disposal, usually in Osaka; the proceeds of the sale were remitted to the daimyo's mansion in Yedo, all accounts being settled at the year's end at interest rates ranging from 2 to 4 per cent. As the Tokugawa government had its own special *kakeya*, they were quite in a different class from the ordinary financial agents; and this honour was bestowed on Konoike Zenyemon and Shirayama Yasubei; they had also the duty of collecting money from the villages on the Yodo river at Osaka for riparian purposes and depositing it in the government treasury at Osaka, for which these two *kakeya* were exempted from taxation.

The method of sale adopted by the *kakeya* was to have the rice transported to the Osaka storehouses and then call for bids by posting notices with a fixed date on the storehouse gates and at the Dojima Rice Exchange. On the date

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named the *kakeya* opened the tenders at the stores in the presence of the storehouse officials and others, and then posted the result of their decisions, with the names of the successful bidders, the prices paid and any other essential details. As soon as the successful bidders saw the notice they brought the earnest money, paid it over to the *kakeya* and placed their seal on the official books and got a receipt. This earnest money was known as *shiki-gin* and the payment thereof was called *yoi-shiki*, because it was usually paid early on the evening of the bidding day, though often it was not paid till the day after; but if the sale was large the money had to be paid on the day of sale. In any case all deposit money had to be handed in within ten days of the sale; and if it was not paid then the defaulter was barred from future bids and his earnest money, if any, was forfeited.

On full payment for the purchase being made, a receipt was given known as *gin-kitte*, or silver-note; and when this receipt was handed to the storehouse official (kura-yashiki) a delivery note for the rice was given the bearer, known as the *kome-gitte*, or rice-note, which held good until March of the second year after. If the rice was not removed by the expiration of the note it was stored at special rates charged by the brokers; this was for keeping an eye on it rather than for storage. Some *kome-kitte* did not bear the name of the bidder and the date of disposal: these were given the *kakeya* by daimyo as security for loans, It will be seen that the *kakeya* were very useful agents in the promotion of trade, and the general exchange of goods that had to go on in days before the rise of adequate economic organs; they took the place of the *fudasashi* system of Yedo, officials who accomodated the various *hatamoto* and minor land-owners with monthly advances on security of *kome-kitte* given by the Tokugawa authorities, as usual stipends.

4. Fudasashi

In Yedo where so many dependents of the various daimyo were living there was a system of *fudasashi*, sometimes called *kurayado*, or simply *yado*, these agents receiving the rice which the *hatamoto*, the direct feudatories of the Shogun, had to dispose of, and selling it for them as agents. This system existed all through the *Kanbun* era, but the number of *fudasashi* was not fixed until the year 1724 when Judge Oöka Echizen-no-kami, governor of Yedo, settled the number at 109 and the commission charged at not more than 1.5 per cent per annum; this was in addition the interest charged on money advanced, which changed from time to time; but the rate of commission remained unchanged down to the Meiji Restoration. In 1842 Premier Mizuno

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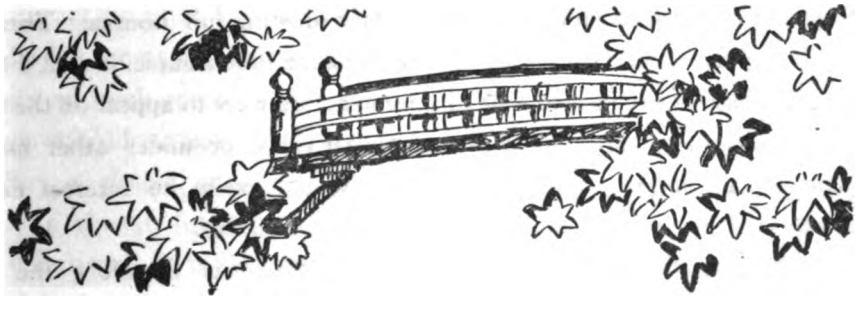
Echizen-no-kami abrogated the regulation fixing the number of *fudasashi*, and the following year he issued an ordinance relating to loans advanced by these agents, making them repayable in 20 years by installments without interest, to relieve the financial stress of the *hatamoto*. It was an attempt to relieve the poverty of the small dependents of the Shogun by making the wealthy *fudasashi* share their great profits. The regulation proved so severe on some of the *fudasashi* that they were forced out of business, which again reacted inconveniently on the *hatamoto* whom they had been accomodating. Then the Government appointed 15 new financial agents of their own to act as *fudasashi*, but of these all but five soon resigned; the reform was not successful, and by 1851 the old system was resumed.

The *fudasashi* had their guilds, three of them, the Tennoji-gumi, the Katamachi-gumi and the Moritacho-gumi; each was divided into six sections and each section had six houses; and the three guilds took their turn monthly in managing all guild affairs, under the name of the *tsuki-gyoji*. The good-will and the interests of a *fudasashi* could be transferred or inherited through the good offices of the guild, with the consent of the members. Usually the transference was to the manager of the *fudasashi* or one of his relatives; and in case of failure to transfer, the good-will or interest became the right of the guild. This good-will had a money value of one thousand *ryo* during the Bunsei period, 1818 to 1829, but the value declined to 300 *ryo* before the Meiji Restoration in 1868.



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THE MODERN STAGE

By K. KOBAYASHI

OF all the learning and art of the Tokugawa period the stage has perhaps shown least change; the *kabuki* or popular acting of the feudal days is still very much as it was. It is very remarkable that during the last twenty years or so this mode of acting has shown no decline either in popularity or practice. This is probably because it is based on traits of national character, that for over three hundred years had been striving to find expression in this way on the national stage, and it is now so ingrained a feature of life that the stage cannot depart from it. The *kabuki* is thus very deep-rooted socially in Japanese civilization.

It is the one sure way that Japan still has of preserving the cherished ideas of feudal society; for the *kabuki* is nothing if not feudal in its themes and treatment; it seems to have but slight connection or even reference to modern life. The popular audience seems to prefer the realism of the past to that of present. No modern play can attract an audience as large or enthusiastic as the old plays in the old style with the old subjects. This aspect of the Japanese stage is further enhanced by the fact that nearly all the most noted actors have become distinguished in *kabuki* drama; and their audiences, being conservative, like to live with them over again the life of the old days, now for ever gone. Is it not so too with those English who like Shakespeare better than modern drama? The spacious days of good Queen Bess appeal to many a modern Englishman more than the blasé period in which they now live. And the Japanese, too, have a fancy for seeing and feeling the thrill of these strenuous times gone by, placing themselves once again within the mould of the old morals and conventions. Heredity blurs their eyes for any but the *kabuki* drama; they are moved more by tradition and habit than by actual life in regard to drama. There appears to be no other reason for the popularity of the old stage. The Japanese love to see men take female parts in drama; and such distinguished *onnagata* as Baiko and Utayemon are considered marvellous, always drawing full houses. There is at the same time a supicion that if these same actors were to appear on the stage in other rôles, or under other names, they would excite no interest except probably criticism.

The *kabuki* is therefore the one refuge of that conservative public that is being driven too fast toward modern change; in the *kabuki* they find things just as of old, for the *kabuki* actor is the most conservative representative of

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drama and of national ideals. He represents the faces and the behaviour of women just as his ancestors did; and even the age of fifty or sixty does not put him out of date in a female part; and that in spite of the brilliant illumination that now takes the place of the dim candles of the old days. It is still more remarkable that the Press and all the dramatic critics should fall in so agreeably with public taste in the matter of the theatre. When both patrons and the Press unite in preserving the *kabuki*, of course, it will continue to be the principal drama of Japan. There is much food for thought in this persistent popularity of the feudal stage.

The new style of acting that came nto vogue at the beginning of the Meiji era is, of course, still going on; it deals mainly with the manners and customs of the new age. But the playwrights of the new drama have not shown the same craftsmanship as those of the *kabuki* plays; their technique and their art are both less, in comparison. Had it been a case of competition between two such species of literature, the new would long ago have disappeared. But, as drama, it goes on, just to provide a change for those fond of such diversion. It is believed that in time the new schools of acting will give way to the old, though it is difficult to understand how the old will find favour indefinitely.

Among the new-style dramas there is a great variety: some dealing with social life, sone with political and some with history. Their attempts to compete with the *kabuki* and to dominate the modern theatre-going public have not been successful. One reason is that at present Japan appears unable to produce any great contemporary dramatic writers, at least not great enough to win favour from the patrons of the old stage. The new drama is consequently deteriorating into *revues* and cinema plays. The *Shinkokugeki* troupe under the leadership of Shojiro Sawada, made some remarkable development in the new school of acting, dealing with contemporary themes; it threatened to compete with the old stage for a time, though it was too much a reflection of the leader himself to be lasting, and, now that he is gone, its future is problematical.

In the realm of comedy the Sogano-ya company produces plays of small intelligence and cheap morals, dealing with modern life. It attempts to portray the audience that patronizes it, a risky venture, it would seem. But Sogano-ya is a clever dramatist, and his patronage appears to be increasing. The Takarazuka Women's Opera Company is new thing in the theatrical world of Japan, answering the demand for more beauty on the stage, as well as more natural sentiment. The average *revue* is low and vulgar. The Japanese public apparently does not desire drama based on thought and judgment; it wants stimulants and appeals to instinct.

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The Japanese and the Outer World

E. Sa[illegible] W[illegible]

CHAPTER TWO

MAMIYA RINZŌ'S EXPLORATIONS IN MANCHUKUO AND THE NORTHERN OUTER ISLANDS

Mamiya Rinzō may be said to have been a true explorer in Manchuria during the [illegible]ed to a [illegible] for true stories of travel are too rare to be of historical value. He [illegible] in Yezo and the Kuriles, he may be with [illegible] of Russia (1805) and [illegible] pen in both [illegible]. He and [illegible] were the first to explore the west coast [illegible] Sakhalin, and [illegible] not a part of the Asiatic continent but an island. He [illegible] Baikal to explore Olkha Yezo,[1] and to examine the frontier between Manchuria and Russia. In the 7th [illegible] of the 5th year of Kansei (1793) he set out [illegible] panied by a few natives from Nōya, the northern-most point of Yezo on the west side of Karafuto, where he remained till the 7th month of the following year. [illegible] with a few natives he crossed the [illegible] and Kamchatka and Manchuria in a small fishing boat, reaching the mouth of the Amur (Chinese name Heilong Kiang) after a week's voyage. The experienced navigator [illegible] after city of provisions and difference in language and customs. The Manchus, for instance, extremely annoyed when he was refused a [illegible] and [illegible] by the repulsive information which was [illegible] to a total of [illegible] miles, including about 18 days or 45 miles up the river for [illegible] days he arrived at Dolon or the great river Nenkō (Chinese name Tsang),[2] where he had a friendly talk with the [illegible] officer, who had been dispatched from the castle of Tsitsihar [illegible] camp, the conversation being carried on in written Chinese.

[illegible] was a commissioner under the Kaga and Lattorp [illegible] Karafuto was ordered by the Tokugawa [illegible] Yezo to survey the coast and in return they received wounded, diseased and [illegible] doubt, were given them as a matter of policy by the Chinese government, which by pleasing them hoped to bring them under its sway.

The Manchurian officers were so ignorant and [illegible] that they [illegible] when they saw Mamiya writing Chinese characters, and said he was perhaps a Chinese. When told that he was a Japanese they [illegible]

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1. I.e., or Northern part of Yezo.

2. In the map of the Chinese Empire published from [illegible] and foreign author[illegible] Sungari [illegible] and [illegible] Amur [illegible] Nenkō [illegible] Yezo [illegible] Nenkō is pronounced in Manchuria [illegible] Amur [illegible] Kwantung is pronounced [illegible] Amur [illegible] Kwantung [illegible] Yezo [illegible] is situated on the Amur or Kwantung, in 50° [illegible]

3. Mamiya was called Rinzō (Yezo [illegible] and by which [illegible] known to [illegible] now very rare.

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The Japanese and the Outer World

By Shujiro Watanabe

CHAPTER XXIX

MAMIYA RINZO'S EXPLORATIONS IN MANCHURIA— AN INTERVIEW WITH CHINESE OFFICIALS

Mamiya Rinzō may be said to have been the first Japanese explorer in Manchuria during the 'seclusion age,' for the stories of ancient expeditions are too vague to be of historial value. He was in Yezo at the time of the Russian invasion in the 4th y. of Bunkwa (1807) and took part in its defence. He and another officer were the first to explore the northern coast of Karafuto, and discovered that it was not a part of the Asiatic continent but an island. He was again ordered by the Bakufu to explore Oku Yezo,[1] and to examine the frontier between Manchuria and Russia. In the 7th m. of the 5th y. of the same era (1808) he set out, accompanied by a few natives from Sōya, the northern-most point of Yezo on the opposite side of Karafuto, where he remained till the 7th m. of the following year. Thence with a few natives he crossed the channel between the north of Karafuto and Manchuria in a small fishing boat, reaching the mouth of the Amur (Chinese name Hehlung Kiang) after a week's voyage. He experienced many hardships from scarcity of provisions aud difference in language and customs. He was, for instance, extremely annoyed when he was stroked and kissed on his face and mouth by the repulsive inhabitants, which was an entirely new form of salutation to him. After sailing about 18 *ri* or 45 miles up the river for ten days he arrived at Delen on the great river Mango (Kwantung Kiang),[2] where he had an interview with Manchurian officers, who had been despatched from the castle of Shangtsing or Sansei, at their camp, the conversation being carried on in written Chinese.

Delen was a commercial center for the Rusaians and Tartars. The natives of Karafuto were ordered by the Manchurian officials to pay their tribute of hides there, and in return they received brocade,[3] damask and other commodities. These, no doubt, were given them as a matter of policy by the Chinese government, which by pleasing them hoped to bring them under its sway.

The Manchurian officers were so ignorant and haughty, that they marvelled when they saw Mamiya writing Chinese characters, and said he was perhaps a Chinese. When told that he was a Japanese, they asked him whether Japan paid tribute

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1. Far, or Northan part of, Yezo.
2. In the map of the Chinese Empire compiled from native and foreign authorities by S. W. Williams, and revised and compared with the most recent surveys by J. Wells, 1882, which is contained in Williams' Middle Kingdom (revised ed. New York, 1883), Kwantung is given as another name for Amur and also for the Songari, a branch of the Amür, which is in 48-7 lat. and 127-33 east long long. Delen is spelt Dyren, and is situated on the Amur or Kwantung in Mangoons.
3. What was called Ezo Nisiki (Yezo brocade) and highly prized in Japan, was the brocade which was procured by the natives of Yezo through those of Karafuto. It is now very rare.

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to Chung-kuo (Chūgoku or "Middle Kingdom," i.e. China). They also remarked that as Russia was a a dependency of Chung-kuo, and thst there was no necessity to discuss the boundary between the two countries, Notwithstanding, they were straightforward and speedy in transacting all the business, which aroused the admiration of Mamiya, who had been accustomed to the tardy and troublesome methods of his own government in those days.

After a week's stay at Delen, Mamiya left there and sailed down from Lake Kichi by another branch of the river Mango. In twenty days' time he arrived at Noteto, Karafuto, and on the 28th d. of the 9th m. of the same year, returned to Sōya, whence he had started.

After Mamiya's journeys to Karafuto and Manchuria the topography and conditions of these countries became in some measure known. His journey ia described in *Totatsu Kiko*[1] (Travels in East Tartary) which was taken down from his dictation.

D. F. Podzneeff, a Russian writer, says in his *Russian Relations with Japan* that Mamiya Rinzō is he who discovered Saghalin be an island, between which and the Asiatic continent a channal being, and that his discovery was first introduced by P. F. Siebold, a German Savant, into Europe. This fact was also admitted by J. J. E. Reclus, a noted French geographer. The Masio Rinzo Channel, mentioned in some map, in the north of the sea of Japan is said to be called after him. It is not too much to say of this man, who alone made his way into uncivilized lands and investigated Karafuto, Manchuria and the Russo-Manchurian frontier, at the risk of his life and regardless of cold, hunger and all other hardships and troubles, that he was an explorer of extraordinary energy and daring.

1. A complete reprint of his travels is contained in *Sekai ni okeru Nihonjin*, 2nd. edition, pp. 274-302.

CHAPTER XXX

CAPTURE OF TAKATAYA KAHYOE BY THE RUSSIANS —TROUBLES BETWEEN JAPAN AND RUSSIA

Takataya Kahyōe was born in Awaji. In his youth he was rash and dissolute, and lost all his property. He then remeved to Hyōgo, where he worked diligently and amassed a large amount of money. With this he bought a ship, in which he took goods to and from Matsumae, thereby making large profits.

In the 11th y. of Kwansei (1799) the Bakufu despatched officials to Yezo for the purpose of developing waste lands, and ordered several clans to send a ship to Etorofu (called Iturup by Europeans) from time to time, but no one except the natives of Yezo dared make the voyage thither, on account of the roughness of the passage. When an appeal was made to the whole country for skilful navigators, Kahyōe, in compliance with the order, made voyage to Etorofu. There were then no houses in then islands, but seven or eight hundred natives lived in caves, replying

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on natural products for their [illegible]. Kaiyōe [illegible] them [illegible] wards went to Kunashiri and requested that [illegible] should be [illegible] the beginning of the development of [illegible] The [illegible] value of the services which he had rendered gave him a pension, [illegible] wear a [illegible] which was a special [illegible] a [illegible] with the management of the government [illegible] sea.

At that time the Russians frequently touched at Karafuto and Chishima, [illegible] Island, [illegible] the Russians [illegible] Banka (1793-4). In the [illegible] the Russian [illegible] "Diana," under the [illegible] of Captain Golovnin who was commissioned to survey the Kurile Islands, arrived at Kunashiri, and he with seven others [illegible] there. They were taken prisoners [illegible] the Japanese [illegible] the purpose of retaliation. The Russian ship [illegible] and returned to Kunashiri in the following year, under the command of Rikord, who had accompanying his Ryōzaemon, a Nambu man who had been a prisoner of the Russians for six years, together with six other Japanese who had lately been [illegible] on the coast of Kamtchatka, his hope being that he might exchange these seven for the seven Russians. Rikord sent Ryōzaemon and the others ashore as messengers, but no affirmative answer was given.

Rikord now made up his mind to seize an Japanese vessel that might be entering or leaving the harbour. A large Japanese ship soon appeared, out of which, on the approach of the Russian boats, several of the crew, which numbered 55, jumped into the water. Nine were drowned, [illegible] escaped [illegible] and the others were picked up by the Russian boats. The [illegible] was taken onboard the "Diana," appeared from his richly [illegible] to be a person of distinction. Being interrogated in Japanese, [illegible] Rikord had picked up a little from Ryōzaemon, he replied with great candour that his name was Takataya Kahyōe, that he was the owner of [illegible] ships, and that he had been bound for Hakodate from Etorofu, with a cargo of dried fish, but had been forced by stress of contrary winds to [illegible] the Bay of Kunashiri. On being asked by Rikord, he told him that the captured Russians were now in the town of Matsumae. This information was scarcely credited, and Rikord finally determined to convey his prisoner to Kamtchatka, hoping to obtain from him, in the course of the winter, some information regarding the fate of the Russians, and also [illegible] views of the Japanese Government, [illegible] the Kaiyōe [illegible] for superior to any other Japanese the Russians had hitherto met and therefore more likely to understand the policy of the ruling authorities in Japan.

"When I intimated," says Rikord, "that we intended to take him with us, he replied with amazing coolness, 'Well, I [illegible]' and merely requested that on our arrival in Russia he might [illegible] with me. This I promised he should

1. [illegible] Golovnin's [illegible] Japan [illegible] London, 1862.

on natural products for their sustenance. Kahyōe taught them trades. He afterwards went to Kunasiri and requested that officials should be sent there. This marked the beginning of the development of these two islands. The Bakufu recognized the value of the services which he had rendered, gave him a pension, permitted him to wear a sword, which was a special favour for a merchant, and entrusted him with the management of the government ships sailing the northern sea.

At that time the Russians frequently touched at Karafuto and Chisima, or Kurile Islands, as called by the Russians, which they devastated in the 3rd and 4th ys. of Bunka (1803-4). In the 8th yr. of Bunkwa (1811) the Russian sloop of war "Diana," under the command of Captain Golownin who was commissioned to survey the Kurile Islands, arrived at Kunasiri, and he with seven others landed there. They were taken prisoners by Nasa, the Japanese official in the island, for the purpose of retaliation. The Russian ship departed and returned to Kunasiri in the following year, under the command of Rikord, who had accompanying his Ryōzaemon, a Nambu man who had been a prisoner of the Russians for six years, together with six other Japanese who had lately been shipwrecked on the coast of Kamtchatka, his hope being that he might exchange these seven for the seven Russians. Rikord sent Ryōzaemon and the others ashore as messengers, but no affirmative answer was given.

Rikord now made up hit mind to seize any Japanese vessel that might be entering or leaving the harbour. A large Japanese ship soon appeared, out of which, on the approach of the Russian boats, several of the crew, which numbered 55, jumped into the water. Nine were drowned, some escaped to the shore and the others were picked up by the Russian boats. The captain, who was taken on board the "Diana," appeared from his rich yellow costume and his swords, and from other circumstances, to be a personage of distinction. Being interrogated in Japanese, of which Rikrord had picked up a little from Ryōzaemon, he replied with great candour that his name was Takataya Kahyōe, that he was the owner of ten ships, and that he had been bound for Hakodate from Etorofu, with a cargo of dried fish, but had been forced by stress of contrary winds to put into the Bay of Kunasiri. On being asked by Rikord, he told him that the captured Russians were now in the town of Matsumae. This information was scarcely credited, and Rikord finally determined to convey his prisoner to Kamtchatka, hoping to obtain from him, in the course of the winter, some information regarding the fate of the Russians, and also regarding the views of the Japanese gavernment, since he (Kahyōe) seemed far superior to any other Japanese the Russians had hitherto met and therefore more likely to understand the policy of the ruling authorities in Japan.

"When I intimated," says Rikord,[1] "that we intended to take him with us, he replied with amazing coolness, 'Well, I am ready;' and merely requested that on our arrival in Russia he might continue to live with me. This I promised he should

1. These paragraphs, in which reference is made to Rikord, are chiefly taken from Capt. W. Golownin's *Japan and Japanese: Narrative of a Captivety in Japan;* London, 1852.

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do, and also that I should take him back to Japan in the fellowing year. He then seemed perfectly reconciled to his unlooked-for hestiny. I determined to take four seamen from the Japacese vessel, who might be useful in attending on Kahyōe, to whom I left the choice of the individuals. Ke earnestly entreated that none of the seamen might be taken, observing that they were extremely stupid, and that he feared they would died of grief, owing to the dread they entertained of the Russians. The earnestness of his solitations led me in some measure to doubt that our comrades were really living in Matsumae, and I repeated, in a decided manner, my determination to take four of the seamen. He then begged that I would accompany him to his ship. When he went on board, he assembled the whole of his crew in the cabin, and, having seated himself on a long cushion which was placed on a fine mat, requested that I would take my place beside him. The sailors all squatted down before us, and he delivered a long speech, in which he stated that it would be necessary for some of them to accompany him to Russia. Here a very affectionate scene was exhibited. A number of the seamen approached him with their heads bent downwards, and, with great eagerness, whispered something to him; their countenances were all bathed in tears; even Kahyōe, who had hitherto shown calmness and resolution, seemed now to be deeply distressed, and began to weep. I for some time hesitated to carry my resolution into effect, and was only induced to adhere to it by the consideration that I would hereafter have the opportunity of interrogating each individual separately, and probably thereby ascertain whether or not our comrades were really alive in Matsumae. I had, however, in the other respects no reason to repent of this determination, for the Japanese merchant, who was accustomed to live in a style of Asiatic luxury, would have experienced serious inconvenience on board our vessel without his Japanese attendants, two of whom were always by turns near his person. Kahyōe and the sailors he selected soon behaved as though our ship had been their own, and we, on our side, used every means to convince them not we were a hostile but a friendly nation."

The Russian ship left Kunasiri and reached Kamtchatka on the 19th of the 9th m. of the same year. During the winter which he spent in Kamtchatka, Kahyōe so far mastered the Russian language as to be able to converse in it even on abstract subjects. He remained in good health and spirits till the middle of winter, when the death of two of his soldiers greatly affected him.

Kahyōe told Rikord that he would endeavour to settle the dispute between the Japanese and Russian governments, and, Rikord agreeing that this should be done, they sailed for Japan on the 1st of the 5th m. of the 10th y. of Bunkwa, arriving in the Bay of Kunasiri on the 27th of the same month (June, 1813). On the two Japanese sailors being sent on shore, Rikord wished Kahyōe to pledge himself for their return, but this the latter declined to do. Rikord then bade them tell the Japanese officer in charge that if he prevented them from returning on board or sent back no information, their master should be taken to Okhotsk, whence some ships of war would speedily come to demand the liberation of the Russians.

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"At these words," says Rikord, "Kahyōe changed countenance, but said with much calmness: 'Commander of the imperial ship (he always addressed me thus on important occasion), you counsel rashly. Your demands to the officer seem to contain much, but, according to our laws. they contain little. In vain do you threaten to carry me to Okhotsk; my men may be detained on shore, but neither two nor yet two thousand sailors can answer for me. I therefore give you warning that it will not be in your power to take me to Okhotsk. But tell me whether it be under these conditions only that my sailors are to be sent ashore.' 'Yes,' I said, 'as commander of a ship of war, I cannot, under these circumstances, act otherwise.' 'Well,' he replied, 'allow me to give my sailors my last and most urgent instructions, as to what they must tell the officer at Kunasiri from me.' He then rose to his feet—for during this conversation he had been sitting in the Japanese manner with his legs unber him—and addressed me very earnestly in the following terms; 'You know enough of Japanese to understand all that I may say in plain and easy words to my sailors. I do not wish you to have any ground for suspecting me of hatching base designs.' He then sat down again, whereupon the sailors approached him on their knees and, with downcast eyes, listened with deep attention to his words. Lapsing into a deep silence, he prayed inwardly, after which he handed to the sailor, whom he most esteemed, his portrait, to be convdyed to his wife, and his large sabre, which he called his paternal sword, which was presented to his only son and heir. This solemn ceremony over, he stood up and, with a frank and cheerful expression of countenance, asked for some brandy with which to treat his sailors at parting."

Kahyōe told Rikord that he had deeply wounded him py his threat of taking him to Okeotsk. It was not, he went on to say, consistent with Japanese ideas that a man of his position should remain in a foreign country, and he had therefore made up his mind to avoid it by cutting himself open. He had accordingly cut off the tuft of hair on his head—and he showed that it was gone—as it was the custom for those about to die an honourable death at their own hands, to send this tuft to their family or friends, who buried it with all the ceremonies they would have bestowed upon the body. Further, he pointed out that, previous to slaying himself, he might first have stabbed Rikord and the second in command.[1]

Rikord was much disturbed and alarmed at Kahyōe's words and manner, and finally, after consultation with his officers, decided to release him unconditionally, trusting to his honour that he would do the best to procure the freedom of the Russians. Kahyōe was greatly delighted at this mark of confidence, and went on shore alone the following day, instead of with his sailors. He then described the condition of Russia, and said that the best policy was to give up the captured Russians and make up the disputes which existed between the two countries. The Japanese official agreed with his views, but suggested that the prisoners should only be deliver-

1. One Japanese book mentions that Kahyōe then partially drew his sword to show his determination, glaring at Rikord the while, who, alarmed, finally allowed him to go on shore.

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ed up after the Russian ship had gone to Okhotsk and returned thence with a formal written disavowal from the authorities there, of the hosti'e acts of Chowostoff,[1] who had ravaged Karafuto and Yezo (1803-4).

This, according'y, was done, and the Russian ship reached Hakodate in the 9th m. (October, 1813), bringing a letter from the Governor of Okhotsk and returning, as had been requested, certain arms together with several other articles which Chowostoff had taken as plunder. The captured Russians, after a detention of upwards of two years, were delivered up to Rikord. Throughout the whole affair the efforts of Kahyōe had been indefatigable, and the Russians, as can be learnt from their writings, felt grateful and exchanged warm compliments with him on the departure of the "Diana."

"This is," remarks Hildreth, after describing Kahyōe's behaviour to the Russians, "the only full length portrait we possess of a Japanese merchant; and if it represents the class, the frarernity has reason to be proud of their Japanese brethren."

After returning home Kahyōe was at first treated by his countrymen with suspicion and reserve. A guard was set over him, and even his friends and relatives were not allowed to see him except in the presence of overseer. But ultimately, when the cessation of trouble in the northern islands was recognized to be his work, he was rewarded with a grant of money. His mercantile affairs which, after his return to Awaji he entered to his younger brother, continued to proper as before. The feudal lord of Awa, who governed Awaji, having heard of his meritorious services, treated him as his retainer, bestowing a high rank upon him. About ten years after his return from Kamtchatka he died at the age of 59. Kahyōe's biography was presented to the Emperor when he visited Hyogo in the 13th y. of Meiji (1880), and his descendants were rewarded. Kahyōe was short in stature, his counenance imposing, his eyes and his voice distinct and resonant. Although no student of books, he was distinguished for his intellectual and moral qualities. He was liberal in his bounty and often relieved the wants of others, thereby earning the admiration of the people.[2]

Takataya Kahyōe was merely a merchant, a member of a class which it was then the custom to despise, and received no honours, yet he proved himself a diplomatist of singular ability, far surpassing the ignorant and haughty officials of the time.

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1. Pronounced Howostoff, and in Japanese records written Housitou, which in Chinese characters ironically means "rude robber."

2. A detaileda ccount of the life of Takataya Kahyōe is given in *Takataya Kahyōe*, (published in Tokyo, 1900) which was compiled by the present writer, who for the purpose compared several Japanese works, together with Golownin's *Narratives of My Captivity* and the memorandam drawn up by Rikord.

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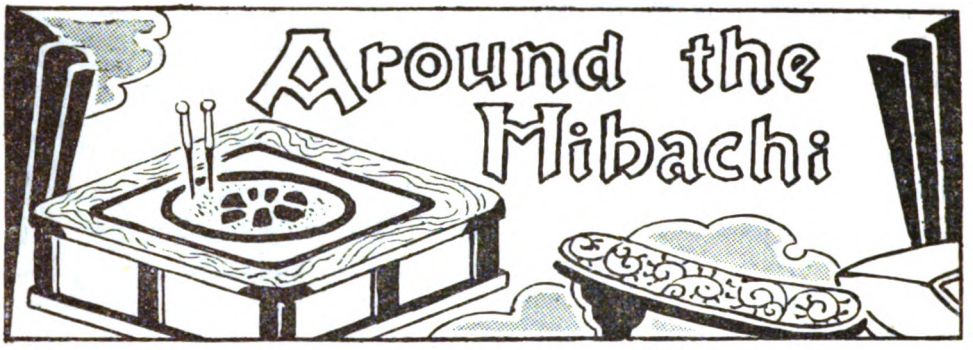

FORTUNE'S WHEEL

By SANTO KYODEN

XIV

JUST at that moment two persons, apparently man and wife, were seen approaching on their way up the mountain pass; and behind them was a palanquin with an old woman in it, carried by two men. As they came near the party led by Kojiro, one of them asked whether there was among the women of the party one named Yumiko, for if so they had something to say to her. Kojiro wondered who they might be, but at last replied:

"Well, yes, there is one named Yumiko, but who are you, my I ask?"

On this the two travellers, first seen, ran up and, looking around at the women, cried out: "Yumiko! Yumiko! We want to see you. Where are you? Come out quickly!"

Kensuke rushed forward and thrust them aside, saying "What do you want Yumiko for? You must first tell me."

Realizing that they had been a little rash, if not rude, they turned to him and apologized, the man addressing Kensuke politely:

"Excuse our rudeness; we should, of course, have explained to you the circumstances. I am Kitsunai, the blacksmith of Shiga village in the province of Omi; and with me here is my wife, Koyuki. The occupant of the palanquin is my aged mother. Once we had a little girl who was, when four years old, carried off by an eagle, and we've heard nothing of her since, and have thus been long left in great grief. But recently a travelling priest, tinkling a bell for alms, visited us. He seemed no common man; he had white hair and his visage was that of a child. We brought him in and he heard from us the sad account of our child's disappearance, at which he expressed deep regret. He closed his eyes a moment and uttered an incantation; and then looking upon us, he smiled and told us not to grieve further, that our child was

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still alive and was rescued by a person of means, assuring us that we might meet her again within 15 years, probably in the fifteenth year thence. Now this is just the fifteenth year since then; and we have set out to find our girl by making a pilgrimage of the 33 Kwannon temples, to pray for her dead or alive. At the Kegon temple in Tanikumi, when we bowed before the altar all night, a revelation came to us from Kwannon Bosatsu the same as that given us by Kinreidojin the priest, to the effect that the time was approaching when we should again meet our child; but we were to go to Kurokami mountain in the province of Shimotsuke at a certain date and there wait for her appearance. We would find a talon mark on her back and she would be called Yumiko. As my mother and wife received the same revelation, we all could not but believe it; and, struck with the mystery of it, we have come to this place, waiting eagerly in hope of seeing our child. If she still has the amulet that was on her when she was taken by the eagle, it will at once identify her, for it contained an image of Kwannon Bosatsu."

All the while Yumiko was listening to this account of her being taken by the eagle; and her happiness may well be imagined; she immediately ran up and presented herself to her parents.

"I'm your Yumiko," she exclaimed. 'Oh, the joy of seeing you, my dear father and mother." She clung to them for joy. They gazed at her and seemed speechless with delight; they could well detect the traces of remembered childhood in her countenance. But they stood there, as in a dream, and sobbed in silence. The old mother insisted on crawling out of the palanquin and joining the company. She ecstatically welcomed her grand-daughter; and all four held each others' hands and wept for joy. After a while, with eyes intent upon his daughter, Kitsunai said to her;

"What a fine girl you have grown to be; and how beautiful you look! Tell us who it was that brought you up? I must see and thank your benefactors".

Yumiko was glad to tell them of the kindness of her fosterfather, Sayemon, and then had to inform them of his sad death by violent hands, and at last was so overcome, she could not speak further of the subject. Then Kensuke came forward and said;

"Pardon my intrusion, but will you permit me to relate the whole circumstances? The young lady was adopted and brought up by my master; and she was too young at the time to remember much about the first years of her life in the family. I am a servant of Atsumi Sayemon Takaatsu who was a yoeman of Mino; and my name is Kensuke Kurumi. My master was childless; and though he prayed to Kwannon Bosatsu, no child came until he found

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in Turk gait. Oh, she was home at the temple on a day [illegible] perched on the top of a large pine, with no leaves hanging by it on the trunk. For some reason or other it did not burn the infant, though it took the tree in its bark once or twice. My master ordered me to draw an arrow and have at shot at the bird; the arrow went through its breast, and it fell, but the infant remained on the bough. When I climbed up to get it, I found that its clothes were crushed in the branches; but I brought it down safely, praising the goddess. "O what a pretty little baby girl!" "Where he found and examined the beautiful child, and so he took the child as his own, and as a gift from heaven. My master was pleased at first by the appearance of the child, as if it did not come of good consent; but he decided that Buddha was not offering him any but a good luck. He often wondered whose the child was and he was sad at times because he knew the baby's parents would be grieved over the loss of it; and it was strangely forlorn because it seemed to be on the border of the night and find them. I have searched everywhere for them, but in vain. My master, also, sent a vessel and asked if they were found, and it was [illegible] to [illegible] a journey."

Daya expressed with the particular care which the good odessa

[illegible] Turk girl. Oh, she was home at the temple on a day [illegible] perched on the top of a large pine, with no leaves hanging by it on the trunk. For some reason or other it did not burn the infant, though it took the tree in its bark once or twice. My master ordered me to draw an arrow and have at shot at the bird; the arrow went through its breast, and it fell, but the infant remained on the bough. When I climbed up to get it, I found that its clothes were crushed in the branches; but I brought it down safely, praising the goddess. "O what a pretty little baby girl!" "Where he found and examined the beautiful child, and so he took the child as his own, and as a gift from heaven. My master was pleased at first by the appearance of the child, as if it did not come of good consent; but he decided that Buddha was not offering him any but a good luck. He often wondered whose the child was and he was sad at times because he knew the baby's parents would be grieved over the loss of it; and it was strangely forlorn because it seemed to be on the border of the night and find them. I have searched everywhere for them, but in vain. My master, also, sent a vessel and asked if they were found, and it was [illegible] to [illegible] a journey."

Daya expressed with the particular care which the good odessa

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the little girl. On his way home from the temple one day he saw a big eagle perched on the top of a large pine, with an infant resting by it on the branch. For some reason or other it did not harm the infant, though it took the tiny legs in its beak once or twice. My master ordered me to draw an arrow and have at shot at the bird; the arrow went through its breast, and it fell, but the infant remained on the bough. When I climbed up to get it, I found that its clothes were caught in the branch; but I brought it down safely, my master exclaiming, "On what a pretty little baby girl! "When he found and examined the amulet he knew why the child remained unharmed; and so he took the child as his own, and as a gift from Buddha. My master was puzzled at first by the mean dress of the child, as if it did not come of good descent; but he decided that Buddha would not offer him any but a good baby. He often wondered whose the child was, and he was sad at times because he knew the baby's parents would be in grief over the loss of it; and out of sympathy for them he ordered me always to be on the look-out in case I might find them. I have searched everywhere for them, but in vain. My good master, alas, met a violent death, his family was ruined, and my lady had to go on a journey."

Duly impressed with the providential care which the good goddess, Kwannon Bosatsu, had exercised over the child, the father and mother expressed gratitude, and began to converse with Kojiro and the others. Suddenly Kitsunai noticed that Kojiro and Kensuke were armed and their dress blood-stained. "What's the matter?" he exclaimed. "Have you been taking revenge, or something?"

"Yes", replied Kojiro. "Last night we attacked the den of Orochi Taro the mountain bandit, captured and killed him, to avenge the death of my parents and of Atsumi Sayemon. The particulars I will not go into now, but please come with me to my home and I'll give you the whole story.

Kojiro and Kensuke went down to the lake and washed off the blood; and then they returned and conducted the party to the house of Kensuke. As the women rescued from the cave all belonged to the neighbourhood, they were sent to their homes. When Kitsunai was settled in the house, Kojiro, Yumiko and Kensuke related the details of their thrilling adventures and hardships; and Yumiko with tears held out the image of Kwannon Bosatsu, which she took from her amulet, ascribing all her escapes to its influence.

Then Kitsunai related all that had befallen him and his wife since the day their little girl was taken by the eagle. At that moment a messenger arrived from Kojiro's family to announce that all were well, and to bring him 100 *ryo*

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for travelling expenes. So he resolved to set out for home at once, taking all the party with him.

Kensuke had to go to look at the grave of his wife, Masode, and then left for Higo; all the party went to see the grave too and to sympathize with him; and then all set out for Higo, some on horses and some in palanquins. On the Kiso road they saw the spot where Yumiko had been bereft of Emori and had contemplated suicide; of this she now told her parents; and they all visited Emori's grave; and, when passing through Mino, they went to see the grave of Atsumi Sayemon, Yumiko's foster-father.

On reaching her native place Yumiko went to return thanks at the Kwannon temple of Tanikumi; and there she saw again the old pine tree on which the eagle had deposited her, and wept again as she thought of the mercies of Kwannon-Bosatsu. The party then visited Kitsunai's house which had been unoccupied since he and his wife had set off in search of Yumiko; and, after adjusting his affairs, the party started for the home of Kojiro. The next day after their arrival there a Buddhist service was held in the house before the family altar in memory of the spirits of Aboshi and Atsumi and their wives, as well as of Emori and Masode, messengers being despatched to the respective temples of the departed offering alms for the repose of their souls.

To have this done was a great satisfaction to Kojiro; but there was one thing he lacked and could not be content until he found it: that was a worthy lord to serve, and to raise his family name according to the wish of his late father. A way to this good fortune at last opened when Lord Katsumoto, *kanryo* under the Shogun Yoshimasa, hearing of Kojiro's virtues both civil and military, took him into service with a large grant of rice.

He and Yumiko lived very happily together, with their three boys and two girls. His petition to the Government to rehabilitate the Atsumi family was granted, and the confiscated property was duly returned. Consequently he appointed his second son, Takayuki, to succeed to the estate, and Kensuke was taken into his service. This son later took to himself a wife of the family of the late Sayemon.

Kitsunai's mother lived to see her one hundreth year; and the event was celebrated by the two families. Kojiro served Lord Katsumoto until the lord passed away, and then he continued to serve the late lord's son Matsumoto, and so remained prospering to his life's end.

(*The End*)

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CURRENT JAPANESE THOUGHT

By THE EDITOR

Our Loss Irrepairable

WITH PROFOUND REGRET we have to record the passing away of Baron Shigenobu Hirayama, the revered and venerable president of the Japan Magazine. He had reached the ripe age of 76. Baron Hirayama was the founder and steadfast supporter of this periodical established for the special purpose of affording a high class and reliable source of information to foreigners on the more important aspects of Japan's civilization and progress; he was particularly anxious to extend that knowledge of Japan which would cement the friendship of all English-speaking people with Japan, including Europe as well. In this capacity, and as a distinguished leader in the work of the Japan Red Cross to which he devoted much of his life, Baron Hirayama rendered invaluable service to his country and to humanity. Our late President, like his distingushed father, was most of his life a high goverment official. Sent abroad in early manhood on State business, he was familiar with western people and their civilization, which in some measure accounts for his interest in circulating among them a greater knowledge of his country. His position as Secretary to the Imperial Cabinet, and later to the Privy Council, of which he was himself afterwards a member, gave Baron Hirayama great influence in national and international affairs. He carried several high decorations from His Majesty the Emperor, which were increased on his passing away. A man of noble character and brilliant parts, and no mean poet, the late Baron took his place among the makers of the new Japan during the Meiji and Taisho eras. The staff and the many friends of the Japan Magazine exetend to the bereaved Baroness Hirayama and family their sincerest sympathy.

Twentieth Anniversary Number

TWENTY YEARS AGO the Japan Magazine was founded by Baron S. Hirayama who has recently been numbered with Japan's great dead. During those years the Magazine, through good report and ill, through many difficulties at home and abroad, including the European war, the disastrous earthquake in Japan and the financial panic of two years ago, has continued faithfully to record the nature and progress of Japanese civilization, and to afford valuable information to the English-

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reading world about Japan's ambition to occupy a worthy place among great nations. The Japan Magazine is read widely, not only in England, America, Canada, Australia, India and South Africa, but also in the various European countries; it is perhaps the only periodical in Japan that enjoys so wide a patronage. Consequently it is a splendid medium for advertisement, as well as for circulating information on all things Japanese. The Magazine is read by all classes, including the frequenters of public and university libraries throughout the world. This twentieth Anniversary Number contains valuable articles on Japan's Industrial, Commercial and Financial progress, as well as the usual monthly number of good articles on other subjects connected with Japan.

Pacific Relations

THE WORLD ENGINEERING CONGRESS, the World Motive Power Congress and the Institute of Pacific Relations held well-attended Conferences in Japan during the months of October and November. One aim of these organizations and their conferences is to promote better relations between the nations and peoples bordering on the Pacific, though there appears no sign that these are more of a menace to each other than the nations of Europe. The most significant aspect of the situation is that delegates meeting from long distances at great expense are left to do for mankind what the public press of their respective countries could do much more effectively, were editors and their public sufficiently public-spirited and intelligent. The only thing more apparent than Occidental ignorance of the Far East is the indifference of editors to publishing information about Japan and China. The tendency of the press to amuse or to win public opinion rather than to inform and to lead it in the right direction is one of the greatest weaknesses of modern journalism. Conferences held in Japan should mean that the countries represented by the delegates are interested in Japan; but when the press of these countries seldom publishes anything about Japan, the Japanese know that interest is scant if it exists at all. If articles are not published it is not because they are unavailable; it is because editors do not want them. To circumvent this pernicious attitude of Occidental journalism toward things Japanese and Chinese, the Carnegie Peace Foundation recently defrayed the expenses of a deputation of journalists to the Far East to see for themselves that Japan and China were worth writing about. Bnt transient visitors can learn very little reliable information about countries thus visited; it would be much less expensive and far more effective to have resident authorities write articles regularly for Occidental newspapers

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and even pay for their publication, than to finance a delegation of journalists to the Far East. The amount of money expended on confferences and delegations these days is simply enormous ; if laid out on publishing information from authoritative sources on Far Eastern Affairs it would result in a wider and more useful diffusion of the knowledge that promotes better international relations.

Japan's Naval Policy

THE ATTITUDE which Japan will take at the approaching naval conference in London is of vital importance to the outcome of its deliberations. Japan has long stood for certain principles in regard to naval defences, and it is not likely that she will be disposed to ignore them now. To Japan the Conference will lose all its meaning unless it definitely decides on a reduction of naval tonnage, so as to lessen the burden of taxation. If the Anglo-American discussions on naval parity should end in obliging the lesser Powers to increase their naval armaments in order to maintain the ratio, Japan would regard it as a negation of the very purpose for which the conference was convened. According to *The Japan Times*, the stand which Japan will take in regard to her own ratio will not be based on any mathematical formula ; to her it is not a question of numbers, but of adequate naval defences; and the most important duty of the Conference should be to determine what are to be regarded as legitimate defences for the nations concerned. Japan agrees with President Hoover's contention that preparedness should not exceed the barest necessity for defence, else it becomes a threat of aggression. But if the Conference decides that America should increase her tonnage to be on a par with England, Japan will claim that if she is thus compelled to increase her own from the 5-5-3 ratio agreed upon at the Washington Conference of 1921, to a ratio of 10-10-7, it cannot be regarded as in any degree a menace, since 7 cannot be a threat to 10, or to 20 if England and America coöperate.

The Young Princess

THE ADDITION of another daughter to the family of the Emperor and Empress has afforded the nation another opportunity to offer its felicitations to the Imperial House whose happiness is always that of the people, and whose sorrows, when they come, are also equally shared by the people. As the birth of a child always implies the oneness of the parents, so the birth of an Imperial babe symbolizes the unity of the Throne and people, as *The Japan Times* well observes, since, in Japan, for more than 2,500 pears the sovereign has borne un broken paternal relations to his people, unknown in the case of Occidental dy-

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nasties. On the sixth day after birth the little Princess was given the name of Kazu Taka-no-Miya by her Imperial Father. Her elder sister's name is Teru-no-Miya.

General Giichi Tanaka

The sudden death from heart failure of General Giichi Tanaka, Prime Minister in the late Seiyukai cabinet, came as a great shock to the Japanese political world. Both as a high officer of the army and as a distinguished statesman General Tanaka was a prominent figure on the stage of his country's history. But the last months of his political career were seriously troubled by adverse circumstances, which doubtless did much to undermine his health, though he was active up the last. Genial in private life the late statesman was no easy opponent in the political or parliamentary arena, though his tactics were truly Japanese in that he depended on action more than words. He made a redoubtable leader of his party, and the Seiyukai was long at a loss to find an equally prominent head to take his place. The late General had many enemies, but even these could not refuse appropriate tributes to him as he passed away.

Rice Harvest, an Autumn Scene near Tokyo

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TOKYO RECONSTRUCTION IN DETAIL

[illegible]

I

TOKYO

Reconstruction Conducted by the State and the Municipality

1. Readjustment of Land Allotments

[illegible]

2. Construction of Road

1. *Main State Roads*: Of the total [illegible] 52 [illegible] Ler State [illegible] finished, having a ratio [illegible] per cent to [illegible] [illegible] with the [illegible] [illegible] to the work [illegible] [illegible]

2. [illegible] [illegible] 2 [illegible] [illegible] per cent [illegible] completed [illegible] [illegible] [illegible] [illegible] [illegible]

3. Bridge Reconstruction

1. *Bridges of Main State Roads*: [illegible] important work [illegible] [illegible] was the case with the engineering part [illegible]

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TOKYO RECONSTRUCTION IN DETAIL

IN the September number of the Japan Magazine we printed a sketch of the progress of reconstruction in Tokyo; and in this number is printed herewith a full report in detail of the progrmme that was planned by the Reconstruction Bueau and how far it has been completed up to the end of June, 1929.

I

TOKYO

Reconstruction Conducted by the State and the Municipality

1. Readjustment of Land Allotments

1. *Removal of structures:* Buildings and dwellings removed number 203,459, with the exception of 38 still to be moved, the ratio of completion being 99.9 per cent, so that this work is almost finished. The reason why the readjustment of the lots in the 38 blocks has not been completed is because of the construction of bridges, canals and removal of electric tram lines in the vicinity. While it is expected that most of this will be done by the date this is published, such special buildings as transforming stations and substations as well as post-office buildings may not reach completion before the end of the year. There are also 420 cemeteries with their 92,378 graves to be removed on account of land readjustment, and this work is now finished.

2. *Disposal of Land Allotments:* Out of 65 sections to be readjusted the completion of 47 has been announced, representing a ratio of 68.4 per cent completed. The 15 sections under State management were done by March this year; and the remaining sections under city management are almost finished and will be wholly so by the end of this year.

2. Construction of Roads

1. *Main State Roads:* Of the total of 52 lines of highway under State construction 51 are about finished, leaving a ratio of some 25 per cent to be still completed; this will be done within the next fiscal year, but may be a little prolonged owing to the work involving some Government office buildings.

2. *Municipal Auxiliary Rroads:* Of the 221 roads undertaken by the city a ratio of 89 per cent is completed, and the whole is expected to reach completion by next June.

3. Bridge Reconstruction

1. *Bridges on Main State Roads:* Progress in this important work was hastened by early commencement, as was the case with the engineering part

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Mr. N. Nakagawa, Chief of Reconstruction Bureau

The Lord Mayor of Tokyo, Mr. Z. Horikiri

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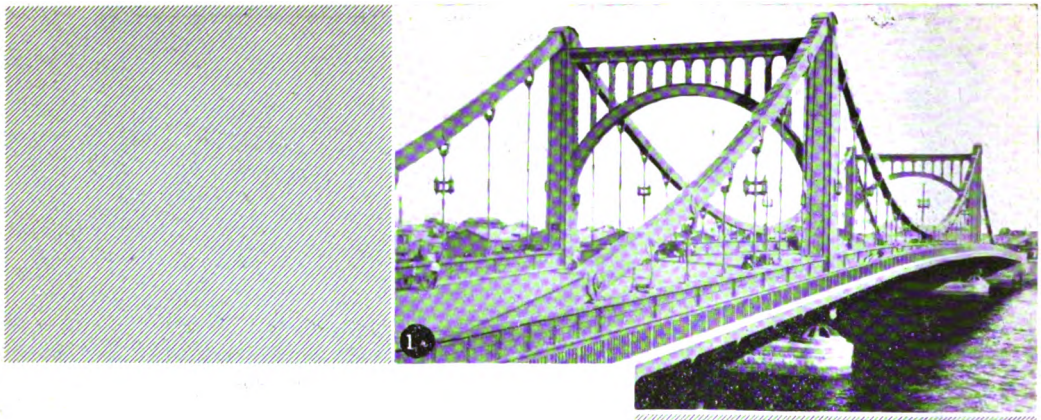

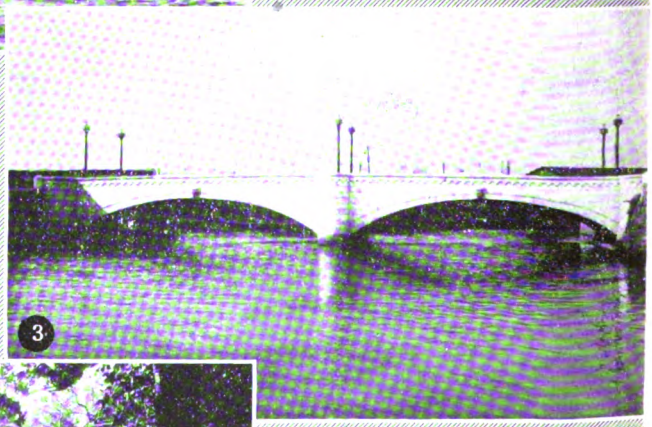

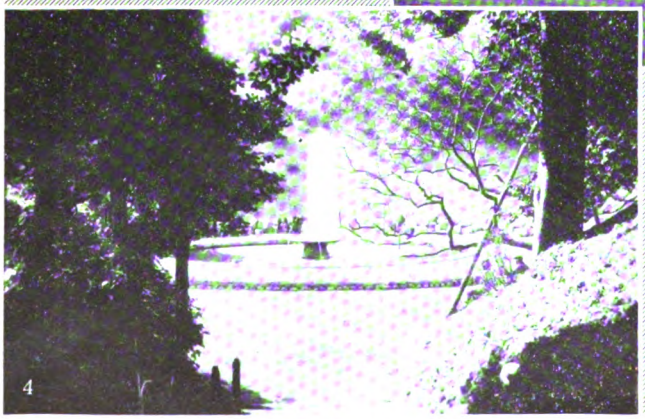

1. Kiyosu Bridge. 2. Aioi Bridge. 3. Nammon Bridge. 4. Nogeyama Park.

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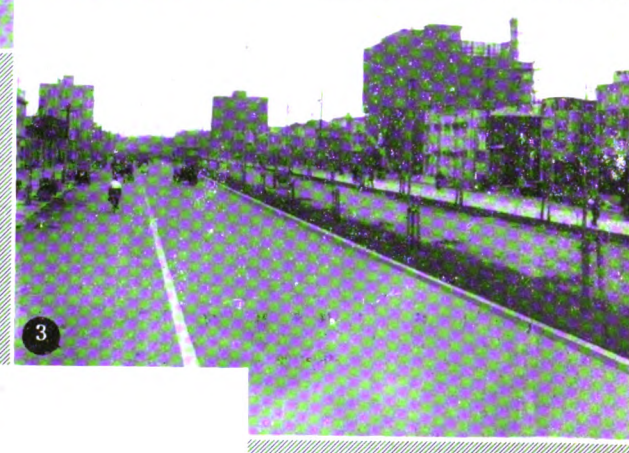

1. Fire-Proof Buildings. 2. New Business Offices. 3. A New Street.
4. New Marine Insurance and N.Y.K. Buildings.

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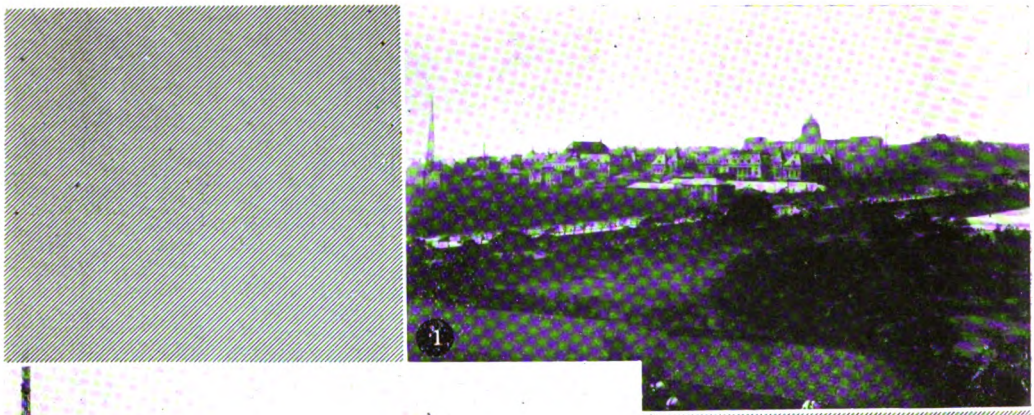

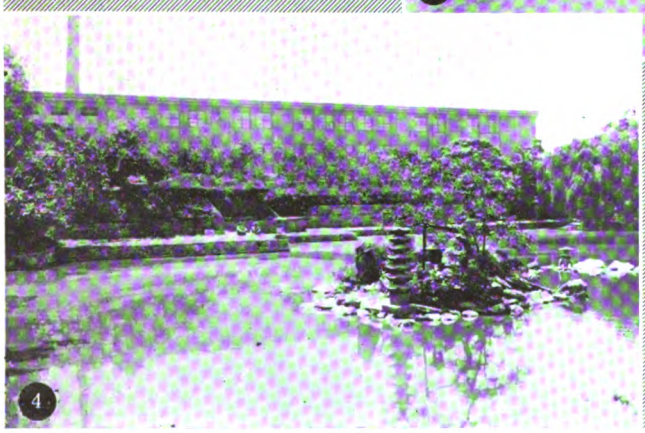

1. New Parliament Buildings.
2. Bureau of Social Work.
3. Front of Palace Grounds.
4. Ryuhoku Primary School.

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of reconstruction work generally. Of the 108 bridges to be reconstructed all but 4 have been completed or nearly so, the ratio of progress being 94 per cent; and it is expected that nearly all the bridges will see completion by the end of this year.

2. *Bridges Built by the City on Main State Roads:* The city undertook the construction of 134 bridges, and the ratio of progress toward completion now reaches 64 per cent, and all will be finished by the end of this fiscal year.

4. Rivers and Canals

Riparian Work on rivers and canals undertaken by the State has made good progress. Of the rivers 13 have progressed to a ratio of 80 per cent toward completion; and all will be finished by the end of the year.

5. Laying Out of Parks

1. *Large Parks Made by the State:* The Kinshi and Hamacho parks have been already completed, and the Sumida Park is expected to reach completion by the end of this year.

2. *Smaller Parks Undertaken by the City:* Of the 51 smaller parks to be made by the City 15 have been completed or nearly so, the ratio of progress being 79.5 per cent, and all will be done by June next year.

6. Readjustment of Uunderground Installations

Uudergrouud Installations conducted by the State and the City are expected to be fully completed by the end of this year.

I

TOKYO RECONSTRUCTION

After enormous outlay and a vast expenditure of human effort and energy, both public and private, the reconstruction of Tokyo is just about finished. The completion of so colossal and undertaking in so short a time forms a record in city planning and achievement; for this great city of nearly three million people was almost wholly destroyed in the unprecedented earthquake of 1923; but so giant a task could be completed only by the careful coöperation of the State, the Prefecture and the City during the six years of the work.

Immediately after the great earthquake disaster of 1923, when all the people were profoundly considering the construction of the devastated districts, Mr. Z. Horikiri, now Mayor of Tokyo, undertook the duty of forming estimates for the State, as Chief of the section of Accounts in the Home Office; and afterwards he participated in planning the work of reconstruction, as Governor, for Kanagawa Prefecture; and then, having passed through these

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[illegible]

[illegible] and the ratio of [illegible] completion now [illegible] and all will be [illegible] the end of this fiscal year.

4. Rivers and Canals

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5. Laying Out of Parks

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2. *Smaller Parks and Gardens in the City*: Of the 71 smaller parks to be made by the City 15 have been completed or nearly so, the ratio of progress being 79.5 per cent and all will be done by June next year.

6. Readjustment of Underground in Tailings

[illegible] by the State and the City are expected [illegible] the end of this [illegible]

I

TOKYO RECONSTRUCTION

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positions, he was appointed President of the Reconstruction Bureau, and finally Mayor of the City of Tokyo because of his keen interest in the great work of rebuilding the city.

The reconstruction of Tokyo meant not only the restoration of the city to its original state before the earthquake, but also the construction of a new city worthy to be the political and economical centre as well as the fountain-head of civilization of the Empire. With this object in view the authorities executed readjustment of lands to increase the utilization of residential lots, as well as the enlargement or extension of roads, bridges and parks, including water-supply and sewerage, electrical enterprises, establishing of school buildings and a central market, and making all necessary provisions for sanitation. Of the enterprises mentioned the most important was that carried out by the Reconstruction Bureau with national funds; and the other by the public bodies concerned, with the financial aid of the Goverment, the aim being to complete all the work in the seven years between 1923 and 1929.

According to the reconstruction plan the total area of residental land involved in the construction or enlargement of roads, parks, canals etc. was to be 1,000,000 tsubo (1 tsubo equals 4 sq. yds.) So vast a programme or area of reconstruction is, of course, unprecedented. Records of the time of Napoleon III show that he ordered his engineer (Hausmann) to widen the streets and thoroughfares of Paris, the area of land assigned for reconstruction covering 2,726,000 sq. yds., about 670,000 tsubo; and it required nineteen years, 1851 to 1890, to complete the work. In comparison with this the work undertaken in the reconstruction of Tokyo was much more vast and difficult.

The method of reconstruction to be adopted was one of the most important problems the Bureau had to face and solve. According to the methods hitherto applied the roads, canals and parks were constructed on land bought by the city, the houses and their occupiers being paid by the city; but now the Bureau had to consider whether this could be done again, as there had to be a re-division of the land as well as a re-allotment, because the old street plans would not do for the new city. But to purchase 1,100,000 tsubo of land at the current rate of 240 yen per tsubo would require the considerable sum of 260,000,000 yen; and in addition some 60 or 70 per cent of this would have to be paid for the compensation of both removal of buildings and loss of business thereby; and altogether it would take about 400,000,000 yen. The city might be able to afford say 225,000,000 yen for such a purpose and so save 175,000,000 yen, and this was attempted. A still greater

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problem was what to do with the 200,000 people on the land while removal was taking place. Were any drastic method to be enforced people would be compelled to go in quest of other lots and dwellings; and this would give rise to a serious social problem, and be a heavy blow to the prosperity of citizens. Again, after completion of the work some lots would face streets and be a greater advantage to those given them than would be possible for those not so situated; and yet by buying up the site of roads according to the fixed system some ground would be left in disorder and its value be greatly reduced as residential land.

According to the readjustment system of roads in Paris Haussmann expropriated a small surplus of land attached to both sides of the street, and then sold these off after the completion of road-construction by the so-called "Method of surplus expropriation of lands," or "zone appropriation of land." The late Count Goto, then Mayor of Tokyo, proposed that at the beginning of the reconstruction work in Tokyo all private land in the devastated districts should be purchased by the Government, and, after carrying out all the work, and alotting a reasonable ratio of residential land, dispose of it to be people. This proposal involved the method adopted at the establishment of Canberra, the new capital of Australia set up on a wide plain. But in a city already founded and of great age, like Tokyo, this would require an enormous expenditure of national funds, as well as ignore the rights and relations of many citizens. It would indeed have been impossible to enforce the method even if it were adopted.

What then was the plan adopted by the Tokyo authorities for the readjustment and division of lands for the new city? In framing the reconstruction plan they adopted what is known as the replotting system. Measures dealing with replotting had attained fair development in Prussia, the best known being the Lex Adickes system elaborated by Mayor Adickes of Frankfurt-on-the Main in July, 1902. This method had been adopted in a number of European towns and cities, but only for the improvement of suburban areas, not for the building of a new city. In re-planning large cities like Porsen it was not adopted. Consequently it had to be much modified in adapting it to the reconstruction of Tokyo and Yokohama.

Briefly explained, the re-plotting or readjustment of building land consisted in first fixing the position of the roads, canals, parks and other public institutions within a certain prescribed area of land according to the reconstruction plan, and then expropriating the required space of land for the aforementioned purposes, the remainder of the land being allotted as building sites and redistributed among the former owners

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of land, or lease-holders in due proportion to the dimensions of each lot that existed before the replotting. To put it in actual figures for clearer understanding, in the case of a tract of land covering an area of 100,000 tsubo including 15,000 tsubo in the form of roads or parks or other public land, where an additional area of say 15,000 tsubo is required for the construction of a new road, an area of 30,000 tsubo out of the entire area is taken for the said public purposes and the remaining 70,000 tsubo is allotted for building puoposes as a substitute for the 85,000 tsubo of the former sites. Care has been taken to observe strict fairness in the distribution of the new lots by taking into consideration the topographical condition of the former lots so that those who possessed lots in the blocks facing streets may receive new lots in similar positions. The system has worked out in such a way that all portions of land in excess of ten per cent of the original holding is paid for by the city if appropriated for public purposes. Moreover, the new residential lands allotted to citizens are arranged in the most advantageous configuration, each lot facing a fairly wide street or road, and thus the value of the plot was considerably increased. This induced the citizens to allow some of their land to be appropriated free by the State. Of course there was much discussion on this aspect of the plan. According to the Adickes plan in Porsen some 40 per cent was thus appropriated or given free, while in Tokyo not more than 10 per cent was taken without compensation, in view of the financial exhaustion of the citizens after the great disaster. The area of land thus offered free reached 8,500 tsubo, or 1 per cent of 85,000 tsubo; and indemnity was paid for the remaining 6,500 tsubo. Of course anything like an absolutely fair redistribution of lands was out of the question; but the authorities did everything possible to compensate the citizens for any disadvantages; and such differences between those who received less and those who got more than they had before the replotting were adjusted among the parties interested by means of monetary liquidation.

In Tokyo almost the whole devasted district, an area of 9,250,000 tsubo, was divided into 65 sections, in 15 sections of which readjustment for division of lands was conducted by the State, and the rest by the city. In the execution of this task the difficult thing was to remove dwellings and other structures from the former residential lands to the new sites on the sections. Those who owned them were designated and asked to see to the removal to the sites allotted, and any loss thus entailed was indemnified. The number so removed was 203,500. The response at first was slow, but as the people began gradually to understand

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what was for their own best interest, the citizens extend the authorities every assistance and the work as thus made easy. At the time of writing more than 99 per cent of the work has been accomplished.

With the removal of buildings to their new sites according to the readjustment plan, the work of road and street construction was begun. The old street system of Tokyo had been very incomplete and unsuitable as to position and width, an inheritance from feudal days when streets followed the original windings of the paths on which they were formed. On such streets modern traffic added complications and confusion, Consequently the authorities determined to make the new streets sufficiently wide to provide ample traffic space for sidewalks and street cars as well as modern motor transport. In the former Tokyo the ratio of street space to city area was only 12 per cent, as against 25 for Paris and Berlin, 35 for New York and 54 for Washington. In the new Tokyo the ratio has been changed to 28 per cent occupied by thoroughfares. The French engineer, l'Enfant, who planned the city of Washington aimed at beauty and dignity no less than convenience and facility, after the manner of Paris. But in an old and vast city like Tokyo this method could not be wholly adopted without great disadvantage to the prosperity of the city. The authorities believed that the reconstruction adopted by them is nearer the ideal for an already existing city, the other plan being better suited to a new city. The problem of road and street reconstruction in the down-town districts was thus easily solved, but the matter was not so easy in regard to the hilly portions of the capital whicn had not been much disturbed by the disaster.

It was decided that the new street system should include the whole city. The scheme consists of two cross lines of main thoroughfares traversing the city, one running from south to north with a width of 33 to 44 metres, and the other running from east to west with a width of 33 to 36 metres, these being paralleled by a number of large and small roads arranged in chessboard pattern. Again, a number of radiating and circular lines of roads were laid down in various directions with Tokyo station as the centre. On the space embraced by the aforementioned two principal lines of main thoroughfares crossing each other in the middle of the city were laid down 52 trunk lines of secondary main thoroughfares, each with a width of 22 metres or over, and a combined length of 117 kilometres; and 122 lines of auxiliary roads each with a width of 11 to 22 metres with a combined length of 139 kilometres. In addition, a number of smaller roads, each 6 to 11 metres wide, with a combined length of 600 kilometres, are laid

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down along the border of replotting sections. These numerous roads are so arranged as to avoid any three roads crossing each other at one point.

The authorities also had in mind to avoid the mistakes which the rebuilders of London failed to obviate after the big fire of 1666. After so much of the city had been reduced to Ashes plans were drawn up for reconstruction by Sir Christopher Wren, a clever and clear-sighted man: but as all the victims wanted reconstruction to proceed with all possible speed, his plans could not be carried out; and so the opportunity to improve the street system of the city was lost for ever, and the present traffic disorder of London is the result. Those who pause to gaze at the lofty monument erected in memory of the great fire must surely be unable to resist a feeling of resentment against the shortsighteness of their ancestors. But this fact did much to strengthen the determination of the Tokyo authorities to avoid such a mistake, and to follow a plan for which after-generations would be sincerely grateful; and fortunately the citizens of Tokyo proved capable of the patience necessary to the carrying out of the plan.

Almost all the 500 bridges which existed before the earthquake under supervision of the City office were made of wood, and were at once consumed by the fire that followed the earthquake. So it was determined to rebuild these bridges in material that would be proof against both fire and upheaval. It is a remarkable feat of engineering and skill that 420 of these have been already completed. Among the more important of these are the big bridges spanning the Sumida river in Tokyo: Kototoi-bashi, Komagata-bashi, Kuramaye-bashi, Eitai-bashi, Kiyosu bashi and Aioi-bashi, the length of which is from 150 to 239 metres each, the cost of construction reaching 1,440,000 yen to 3,030,000 for the larger ones. Kototoi-bashi, 239 metres in length, is the longest bridge of this type in the world. In throwing Eitai-bashi and Kiyosu-bashi across the river the weak geological basis was obviated by the adoption of the pneumatic caisson method, and the aid of American experts.

The number and area of parks in the capital, which were very limited before the disaster, had to be much extended, and at great expense in lands and money, but yet had to be restricted to what the city could afford. Therefore the plans were limited to providing the Sumida, Hama-cho and Kinshi parks, with a total area of 68,000 tsubo, and 51 other smaller parks covering 47,000 tsubo, the latter being for the most part placed near primary schools for the use of the children no less than of the public.

As canals and all water trasportation

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play an important part in the economic life of the city, the repair of these became necessary. The plan provided for the improvement of 11 extant canals with a combined length of 13,900 metres, and the excavation of a new canal 290 metres long. One old canal 370 metres long was filled in. The completion of these canals, as well as the improvements to be made in Tokyo water-front, greatly facilitate transportation in the city.

While the work mentioned was undertaken by the State and the City in co-operation, there were other works carried out by the City itself with the financial assistance of the State. One of these public works was the rebuilding of the Primary schools, 119 of which had been burnt in Tokyo; these schools were rebuilt in three-storied earthquake-and-fireproof steel reinforced concrete structures each with 24 classrooms, covering an area of 1,220 tsubo. Of these, 80 schools have been already completed, and the others are in course of erection. Buildings for the promotion of sanitation and health have also been provided. Each of the five charity hospitals has accomodation for 200 patients, and all hospitals treat outpatients as well. Buildings for improving the social condition of the poor as well as for wholesale markets have also been constructed, such as 12 labour exchanges, 10 public nurseries and dispensaries for infant welfare, 5 lying-rooms, 10 public lunch rooms, 10 simple homes, 7 pawn-shops, 10 bath-houses, of which about 43 per cent have already been completed. The site for the public wholesale market has been secured but the work of construction will not reach completion before the end of the fiscal year of 1930, but the branches at Kanda and Koto are finished. Then there was the enormous task of water-supply and sewerage works which had to be improved or reconstructed, with equipment for disposal of garbage, the relaying of water-mains, electric cables and track, in themselves sufficient to occupy a municipality for years, but which are all well on the way toward completion. The middle schools, it may be mentioned incidently, were rebuilt by the Tokyo Prefectural Office, five in all; and these schools, as well as the roads and bridges undertaken by that Office, have all been duly completed.

While carrying out so vast a plan of reconstruction the City authorities kept in mind the advisability of inducing the citizens to rebuilt, especially the larger structures, in form and material that would be proof againt earthquake and fire. A plan of this kind existed before the disaster, but after the decimation of Tokyo and Yokohama the general diminution of economic resources made a realization of the system very difficult. In these circumstances the Goverment laid down a plan to encourage the re-

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construction of fire-proof buildings by offering subsidy of not more than 50 yen per tsubo of the floor area to fire-proof structures newly constructed or additionally constructed in the fire-prevention districts within the area swept by the fire after the seismic disaster, the subsidy being increased by not more than 5 yen per tsubo in case the structures are of joint construction. The Government has already laid out as much as 20,000,000 yen in this way; and thus Japan will now have very largely a fire-proof capital. Looking back over the wonderful progress of the past six years Tokyo may well take courage and be grateful for the wisdom of her builders and the loyalty and courage of her citizens.

II

YOKOHAMA

The number of buildings to be removed reached 18,965 and this work was finished by the 10th of June, 1929; the entire 13 sections of land readjustment had been finished by July 28, 1928. The reconstruction of parks, bridges, canals and roads has also been finished, with the small exception of some partial undertakings having special connections.

1. Reconstruction Work by the State and the City

1. *Removal of Structures:* The number of buildings to be removed was 18,965 and all this number has been already removed.

2. *Readjustment of Land Allotments:* The number of districts in which this work was undertaken reached 13, of which all have been completed.

3. *Reconstruction of Roads and Bridges:* The total length of roads undertaken was 117 kilometres, including 52 lines, and the ratio of progress has been 75 per cent. The number of auxiliary roads was 121 extending 127 kilometres, and the ratio of completion is 87 per cent. The number of bridges built by the State on main roads was 35, of which 31 have been completed. while 12 bridges have been built by the city.

4. *Riparian Work on Rivers and Canals:* The number of canals to be excavated or embanked was 2 with a total length of 4 kilometres, and the progress of the work represents a ratio of 93 per cent.

5. *Laying out Parks:* The number of parks planned was 3 large ones and 1 of the large ones is finished.

6. *Uudergrouud Installations:* Of the underground installations and similar work the ratio of progress toward completion is 85 per cent of that undertaken by the State, and 80 per cent of that undertaken by the city.

YOKOHAMA RECONSTRUCTION

Nothing could be more marvellous,

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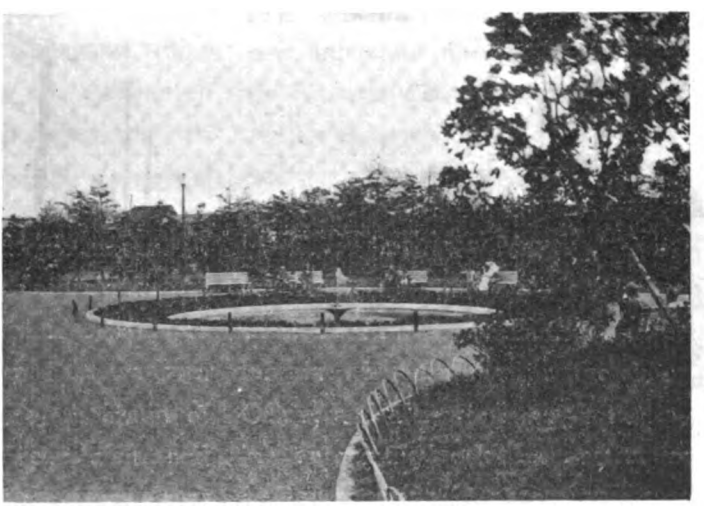
as the result of human design and achievement, than the rapid and efficient manner in which the city of Yokohama has arisen new-born from the ashes of its disaster in the great seismic upheaval of 1923. It is all the more remarkable when one thinks of this immense reconstruction being carried out at the same time that Tokyo was rising from its ruins. A full account of the new Tokyo was printed in the September numher of the *Japan Magazine;* and all who have read that account will be able to appreciate what Yokohama has done, for the task was of the same nature though not of the same magnitude. That both cities should be almost completely reconstructed in the comparatively brief space of six years makes the achievement all the greater credit to the men and other citizens who were entrusted with the task.

The reconstruction of Yokohama was practically complete by March this year, and the fact was duly celebrated by formal ceremonies last spring. The total area of the district damaged or destroyed by earthquake and fire amounted to 12,000,000 sq yds, rendering homeless nearly the entire population numbering over 400,000 and killing over 31,000 people. As in the case of Tokyo, a reconstruction board was appointed to carry out the rebuilding of the city, and the Tokyo authorities lent all the aid possible in the work. Before starting to rebuild, a system of land readjustment had to be planned and carried out so as to widen the former narrow streets and assisgn sites for the principal public buildings and municipal institutions. The area on which work began extended to 3,820,000 sq yds, in the devastated district, with about 320,000 sq yds outside, all divided into 13 sections, of which 6 sections, amounting to 2,000,000 sq yds were undertaken by the municipality. The work of rebuilding roads and bridges was undertaken by the Reconstruction Bureau, involving 30 kilometres of highway and 24 bridges, but there



Kanagawa Park

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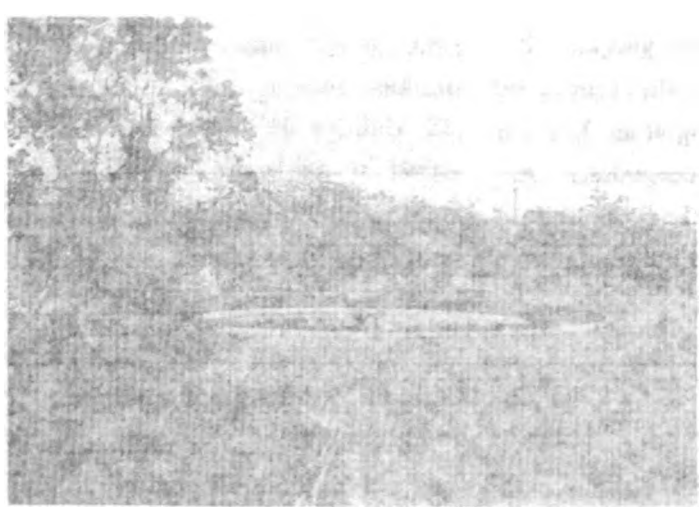

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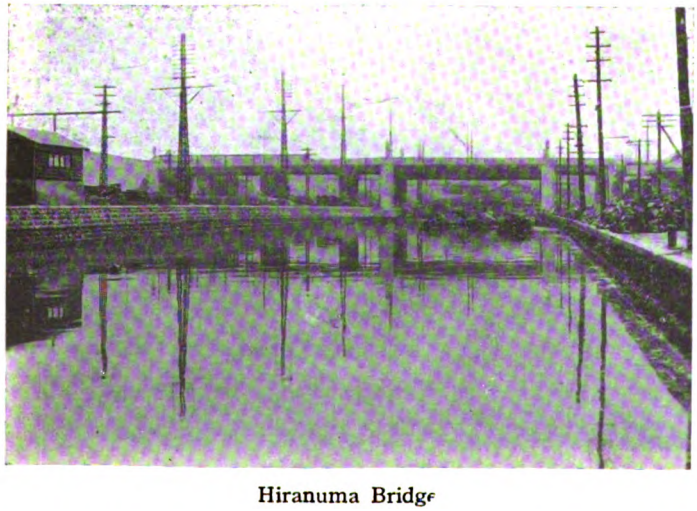
were 12 damaged bridges that had to be repaired in restoring the canal walls.

As Yokohama is one of the great commercial ports of the empire, the reconstruction of sea wall, piers and customs sheds was in itself a tremendous undertaking. The Oöka and the Katabira rivers had to be rewalled to the length of 5 kilometres. The Chiyosaki and the Takino rivers were undertaken by the city authorities, the work extending some 8 kilometres, the reparing of embankments costing over 6,000,000 yen. The rebuilding of the harbour damage and the piers and customs sheds was done by the State, and now the facilities for shipping of all draughts at Yokohama is unexcelled anywhere.

One of the most impressive aspects of the reconstruction of Yokohama is the number of new and beautiful parks that have appeared or seen rebirth. Before the earthquake, Yokohama was badly off for parks and public grounds, as compared with Tokyo and Kobe. There was only the old recreation ground at Yamashita-cho and Yokohama park covering an area of 72,000 sq yds, with Kamon park equalling an area of 14,000 sq yds; but the total area of all these parks did not equal 2 per cent of the city itself, which was a great reflection on one of the principal cities of the empire, where many foreigners were wont to dwell and do business. Now Yokohama has three large and beautiful parks. Nogeyama Park covers an area of about 100,000 sq yds; its beautiful situation on a high elevation with footpaths running through its rugged ravines gives it attractions above most parks, affording panoramic views of the surrounding country, extending even as far as the Boshu peninsula, to say nothing of the fine view of the harbour and shipping. The many roads in the park winding through shady groves and around murmuring streams and singing waterfalls and past beautiful fountains, have a length of some 2,900 metres.



Hiranuma Bridge

Yamashita Park, covering 100,000 sq. yds, is another triumph of city planning. Old friends of Yokohama will remem-

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ber the famous Bund where so many of the familiar landmarks and buildings were destroyed by the earthquake and fire. It was a pleasant street with fine buildings and trees on one side and the harbour on the other. It was happy thought of the reconstruction authorities to fill in the foreshore with the debris from the ruined city, cover the surface with clay and sowing it with grass among the gravelled walks, where citizens may stroll in the evenings and find seats to rest; there are pretty stone jetties for boating whether the tide be up or down. The green lawns and trees afford a pleasing sight to all traveling down the fine street that runs between the park and the important buildings on the land side. Guests at the New Grand Hotel find the new park a cheerful outlook, and beyond is the pleasant stretch of water covered with ships, known as Yokohama harbour.

Another park is at Kanagawa with a total area of 16,000 sq yds, made mostly from reclaimed land facing the new highway to Tokyo. The total area of parks now open for the enjoyment of Yokohama residents is about 3,200,000 sq yds; and the expense of laying them out has been about 1,166,000 yen.

The reconstruction of schools was in itself a great task in a population expected to be at least half a million. No less than 31 primary schools have been rebuilt in modern style with every appointment and facility for modern education. The new Yokohama Commercial College is also a structure worthy of a progressive city, with 24 class rooms, and grounds covering 4,880 sq yds. Then there is in Yokohama also the Government Higher Commercial College situated on a beautiful site overlooking the city and the sea. These buildings are of substantial structure, likely to withstand the strain of earthquakes, and, being ferro-concrete, are fire-proof too.

Of course the reconstruction of the city involved a relaying of all its water mains, gas pipes and electric cables, which was a task immense beyond words. The water-works had to be repaired and enlarged; the sewage system had to be all restored on modern lines, though it was fairly up-to-date before; new sanitary facilities had to be provided equal to the accomodation of a large and increasing population. The new Infectious disease hospital which the Kanagawa authorities established in 1922 was completely demolished and had to be rebuilt on larger and more modern lines, with a capacity for 600 patients. And the same had to be done for the Disinfecting Station; while near it was built a new Isolation Hospital, the cost of all amounting to about 9,000,000 yen. The Sanitorium for Consumptives was also rebuilt at a cost of 210,000 yen on a site covering 3,600 sq yds; and also the Juzen Hospital.

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[illegible] famous Hind[illegible] of the familiar land marks and buildings were destroyed by the earthquake and fire. It was a [illegible] with fine buildings and trees on one side and the harbour on the other. It was happy thought of the reconstruction authorities to all in the foreshore with the debris from [illegible] cover the surface with clay and sowing it with grass [illegible] the gravelled walks, where [illegible] may stroll in the evenings [illegible] to [illegible] pretty stone [illegible] for boating [illegible] the [illegible] down. The [illegible] lawns [illegible] to all [illegible] shown the fine [illegible] runs between the park and the important buildings on the land side. Guests at the New Grand Hotel find the new park a cheerful outlook [illegible] beyond is the pleasant [illegible] covered with ships, known as Yokohama harbour.

Another park is at Kinagawa [illegible] total area of [illegible] from reclaimed land [illegible] the new highway to Tokyo. The [illegible] Yokohama [illegible]

The reconstruction of [illegible] to be [illegible] least [illegible] in [illegible] and [illegible] to [illegible] education. The new Yokohama Commercial College is also a structure worthy of [illegible] city, with [illegible] and grounds covering [illegible] sq yds. Then there is an Yokohama also the Government Higher Commercial College situated on a [illegible] the city and the sea. The [illegible] of substantial structure, [illegible] to withstand the strain of [illegible] and [illegible] concrete [illegible] too.

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Municipal facilities formed another important task demanding official attention, such as the provision of a labour exchange, public markets, dining places. nurseries, bath houses, lying-in hospitals, all of which have been completed. The central market is a fine building erected at a cost of 4,000,000 yen on a site covering 60,000 sq yds, and there are numerous branch markets open to the public as well. The gas and electric undertakings have also been completed; the electric supply for trams and lighting is under municipal ownership, and the service very satisfactory.

The total cost of the reconstruction of Yokohama has been 59,880,000 yen, of which about 18,540,000 yen was expended by the State, which also loaned the city some 5,400,000 yen; and the remainder was at the expense of the municipality. Nothing has been said, however, about the enormous outlay by private citizens in the rebuilding of their destroyed homes and offices, especially the cost of rebuilding the private schools, churches, temples, banks and general offices of the big importers and exporters. Some of these structures are imposing examples of modern architecture, like the New Grand Hotel, the Yokohama United Club, the First Bank, the new Mitsui Bank on its way to construction, and several other fine buildings erected at much outlay, such as the Rising Sun Oil and the Standard Oil companies.

MYOGI SAN

By Masako Koyano

Chichi iro no
kiri o tsunzaki
hoko nite
kewashiki mine no
Miyogi arawaru.

As the milk-white mist,
veiling Mount Myogi steep,
breaks at the wind's hist,
like a halberd o'er a keep,
soars the summit at a leap.

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The Kwantung Government Officc, Port Arthur.

KWANTUNG PROVINCE

A GENERAL SURVEY

1. Territory

BY Kwantung Province is meant the Japanese leased land situated at the point of the Liaotung Peninsula in north China, extending over an area of 2,240,000 square *ri*. The surface is generally more hilly than flat. The rivers are small in catchment area and do not afford good facilities for transportation. Facing the Yellow Sea the coast-line is much indented, and furnishes good natural harbours like Dairen and Port Arthur, while the sand-plains and shoals along the coast provide good salt-fields. If the area occupied by the South Manchuria Railway be added to the above mentioned area the total amounts to 2,400,000 square *ri*. The population of the territory shows a yearly increase, especially since the Japanese occupation, and now amounts to 1,180,000 people, or three times as many as at the end of 1906. The climate may be called continental. In winter the temperature falls to about 20 degree C. below zero, so that a great part of the neighbouring sea is frozen over; while in summer the maximum does not rise above 32 degree C. and so it is not proportionately high. By day a high temperature is maintained for

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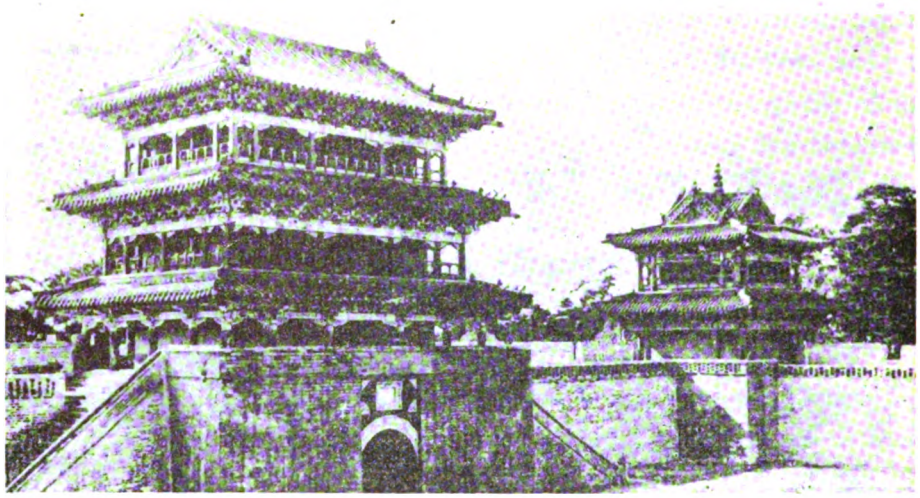

Eastern Mausoleum of a Manchu Emperor, at Mukden.

only a few hours; and during morning and evening no oppressive heat is felt.

2. Government

Liaotung Peninsula was occupied by the Japanese army after the China-Japan war in 1894-5, and on the restoration of peace it was ceded to Japan. But it was not long before it had to be returned to China on the intervention of Russia, Germany and France, and subsequently Russia succeeded in obtaining a lease of it. Then after the Russo-Japanese war Japan took over from Russia the lease of the territory and of the Chinese Eastern Railway south of Changchun. In September, 1906, Japan established her seat of goverment at Port Arthur, under a Governor-General of Kwantung, this official being of Shinnin rank; his duty is to administer the leased territory, to see to the guarding of the railway zone in South Manchuria and look after the affairs of the South Manchuria Railway, in addition to acting as commander of the Japanese garrison if he is a military officer. The present Governor-General, Mr. Masahiro Ota, took up his position in August, 1929. Kwantung defences are the fortress at Port Arthur and one army division.

3. Revenue

The Kwantung Government is maintained by its own local revenue supplemented by a special account. In the twenty years that have elapsed since Japan occupied of the territory and began her administration, the foundations of industry have been firmly laid; taxes and other revenue have been regularly received annually as ordinary income; but as this is not sufficient for such urgent expenses as improvements in hygiene,

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police force, school extension and communications, the revenue has to be aided by State subsidy. In 1928 opium became a government monopoly, and hospital work and agencies for industrial encouragement came under State control, in order to balance revenue and expenditure. In 1907 when the Law of Special Accounts was applied to the Kwantung Government the revenue amounted to 273,472 yen, and the State subsidy to 3,000,000 yen, making a total of 4,273,472 yen ; expenditure reached 3,451,487 yen ; but in the fiscal year of 1927-8 the revenue totaled 12,-839,289 yen, the State subsidy 4,000,-000 yen, with loan bonds to the amount of 5,362,316 yen, making a total of 22,-201,605 yen ; while expenditure totaled 16,985,029 yen. For the fiscal year of 1928-1929 ordinary revenue amounted to 13,914,000 yen, and extraordinary revenue to 6,960,000 yen, making a total of 20,874,000 yen, while total expenditure amounted to 20,874,000 yen, comprising 15,573,00 yen of ordinary expenditure and 5,300,000 yen of extraordinary expenditure.

4. Trade

Along the seacoast of the leased territory lie harbours such as Port Arthur, Dairen, Chinchau, and Pitzu etc. ; Dairen harbour has been greatly re-built, and the land and water are completely connected. There is a Chinese Customs there under an arrangement with the Chinese Government. When the Customs was established, local industry did not yet make development and the means of transportation were not yet completed. Subsequently, the South Manchúria Railway Company Ltd. was established, after which the commercial rights of the Japanese were extended more and more to Manchuria, bringing about a complete change in the condition of the economic world in

Yamato Hotel at Dairen.

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Hoshigaura or Star Beach, near Dairen.

Manchuria and opening a way for the exportation of soja beans, bean-cake, bean-oil, etc. to Europe, America and Japan, which rapidly developed the local market for these special products of the locality, and increased remarkably its foreign trade, until in 1927 imports amounted to 238,052,185 yen, and exports from it to 327,604,823 yen, making a total of 565,657,000 yen. The staple exports are bean cake, soja beans, bean oil, coal, millet, corn, iron, steel, small beans, wool, woollen yarns, hides, skins, tobacco, etc.; and the chief imports are wheat flour, gunny bags, cotton fabrics, cigarettes, building materials, drugs, medicines, sugar, vehicles, motors, generators, raw cotton, iron, steel, woollen goods, leather, rice, oils, tallow, silk fabrics, fruits, shirtings, kerosene oil, paper, cotton yarns, etc.

5. Finance

In Kwantung Province there were, at the end of 1926, 998 companies, of which 121 were agricultural, 7 fishery, 19 mining, 326 industrial, 534 commercial and 81 transport companies, the total paid up capital possessed by all these companies amounting to 579,443,000 yen. These figures have been yearly on the increase. In 1927, despite the persistent economic world depression, 62 joint stock companies and partnerships were established with an aggregate capital of 15,967,600 yen, of which 7,327,600 yen was paid up. In the same year there were 42 companies dissolved with an aggregate capital of 6,303,500 yen, of which 2,561,000 yen was paid up. The capital augmented amounted to 61,059,000 yen, of which 19,425,000 yen was paid up; and the capital reduced amounted

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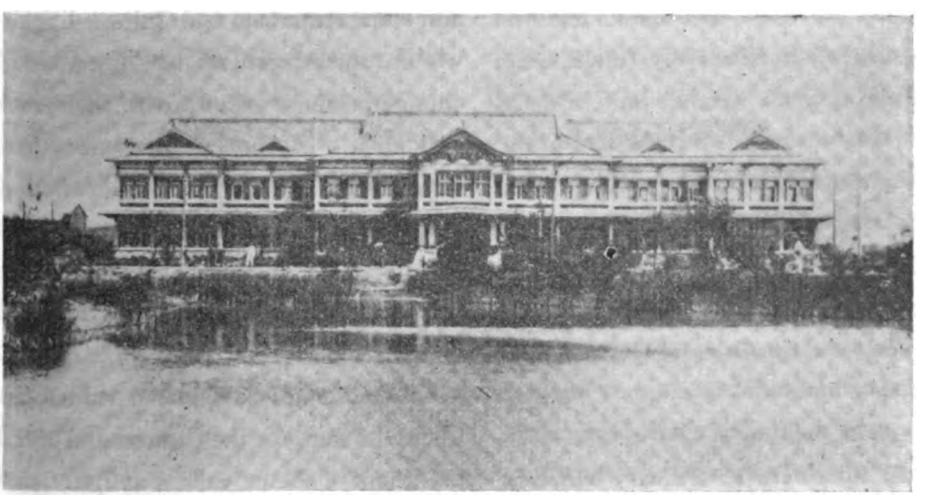
to 1,600,000 yen, of which 750,000 yen was paid up. When these increased and decreased companies in number and capital are balanced, there are 20 companies increased with an aggregate capital of 69,123,100 yen, of which 23,410,600 yen was paid up. In September, 1927 an exchange was established in Dairen under official control; and seven more having been established since then, there are at present eight exchanges, of which the Dairen, Kaiyuan, Changchun, Szupengchieu, Kongchuling and Mukden exchanges are official, and the Dairen Stock and Commodities Exchange and the Antung Exchange are private. The official exchanges are for transactions in local staple products such as soja beans, bean cake, bean oil and kaolin; and money is exchanged; and, of the private exchanges, the Dairen Stock and Commodities Exchange does transactions in shares, cotton yarns, cotton fabrics, and gunny bags, and the Antung Exchange in shares and silver. There are trust companies which do business in securities and settlement of transactions in the official exchanges. At the end of 1926, the six official exchanges had a total paid up capital of 9,875,000 yen, 462 transactors, 2,844,000 yen of gross receipts and 1,661,000 yen of gross disbursements, and the private exchange a total paid up capital of 3,125,000 yen, 55 transactors, 227,000 yen of gross receipts and 432,000 yen of gross disbursements.

6. Money Organs

As to the local financial facilities, banking was long conducted by the Yokohama Specie Bank alone, which, besides carrying on mainly an exchange business, issued bank notes and acted as agents for the National Treasury. Subsequently, the bank transferred, on instructions



Hot Springs at Tangkangtzu

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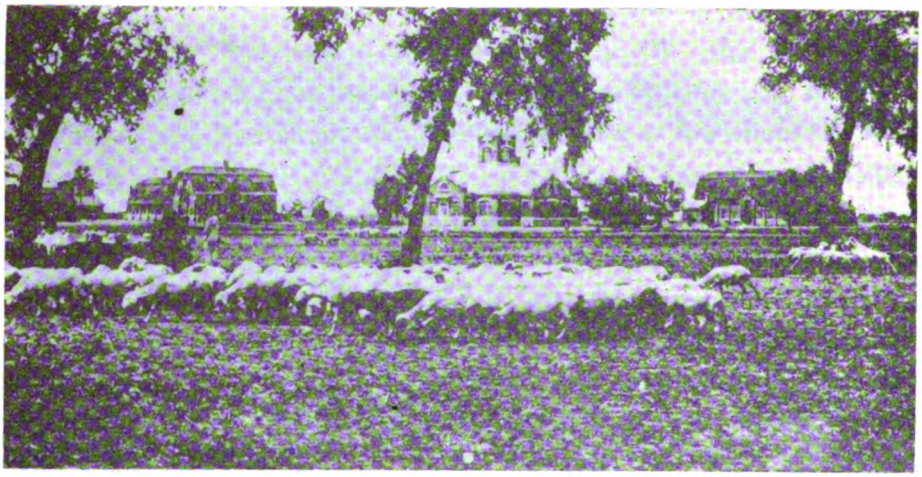

Agricultural Experiment Station at Kungchuling.

from the Government, the issue of bank notes and the agency for the National Treasury to the Bank of Chosen, and the lending of special funds as Government agents to the Oriental Development Company, the bank devoting itself exclusively to exchange business. With this, the Port Arthur, Liaoyang, Tiehling and Antung bank offices were made over to the Bank of Chosen. At present the local financial facilities are operated by these two banks and one company, each effectively functioning. At the end of the second half of 1928 the Yokohama Specie Bank had in the locality deposits of 31,000,000 yen and loans granted of 21,000,000 yen; and the Bank of Chosen 52,510,000 yen of deposits and loans granted of 102,980,000 yen; and the Oriental Development Company had loans granted of 39,960,000 yen at the end of December, 1926. Besides, there are 16 ordinary banks in the territory, led by the Seiryu Bank with a capital of 12,000,000 yen; the capital of all these banks amounts in aggregate to 32,670,000 yen, of which 14,350,000 yen is paid up; the reserve funds to 1,000,000, yen, deposits to 64,000,000 yen and loans to 162,000,000 yen. There is in the jurisdiction of the Kwantung Government a number of foreign banks, such as the Hongkong & Shanghai Banking Corporation (English), the Russo-Asiatic Bank (Russian) and some American and Chinese banks, which transact general banking and exchange business chiefly with their own nationals. Moreover there are five financial guilds acting as people's banks in the agricultural villages, and many pawn-brokers and money lenders. In 1927 the number of pawn-brokers was to 349 Japanese, and 329 Chinese, with 848,925 items of new loans, valued at 4,552,783 yen, for the former; and 466,227 items of them, valued at 5,462,133 yen, for the latter; and the number of

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money-lenders was 84 Japanese, with 17,079 items of new loans, valued at 31,607,988 yen; and 24 Chinese, with 4,258 items of new loans, valued at 131,141 yen. Additionally, there were seven companies of *mujin* (mutual aid financial guilds).

The local postal savings service was started by the Communications Superintendent Office in April, 1907, since when it has made steady development, and much benefited local depositors. Especially, since 1922, greater effort has been made than before to encourage postal savings, making use of every means, such as sending circulars to the people, cinematograph shows, and house to house visiting. In April of the same year, the rate of interest on fixed deposits was raised. Consequently, postal savings made marked increase, and reached more than 10,000,000 yen on July 1st, 1924. During 1927 the amount received was 14,019,291 yen in 787,485 items; and that paid was 10,579,185 yen in 205,778 items. Afterwards the Japanese postal service was discontinued in China, and in 1923 the Japanese Government established a system of postal savings abroad for the convenience of the resident Japanese in Manchuria.

In Kwantung Province and in all other parts of Manchuria there are different kinds of money in circulation, including Japanese paper money, cycees, other Chinese silver and copper coins, Chinese and Russian paper currency etc. Each is different in standard and in the sphere of circulation. There being no connection whatever between these, it is often impossible to use it unless it is changed. This created the peculiar business of dealing in money in Manchuria, where everywhere one goes one comes across exchange brokers. There are even exchanges in which transactions in money are their chief business.

7. Industrial Development

Since Japan leased Kwantung Province and succeeded to the business of the South Manchuria Railway as a result of the Japan-Russia War, it adopted various means for the development of Manchuria and Mongolia. This produced gradually different kinds of industry on modern lines in the province and along the railway line in the hands of the Japanese; and as the transport capacity on the railway increased more and more, the distribution of local special products grew in volume in Dairen. Moreover, the great development of this port lent more impetus directly and indirectly to these and other industries such as the oil, machine and brewing industries in Dairen and vicinity, the cement industry in Choushuitzu, the iron industry in Anshan and Penchifu, the sawing and woodworking industries in Antung and vicinity, and the flour and sugar indus-

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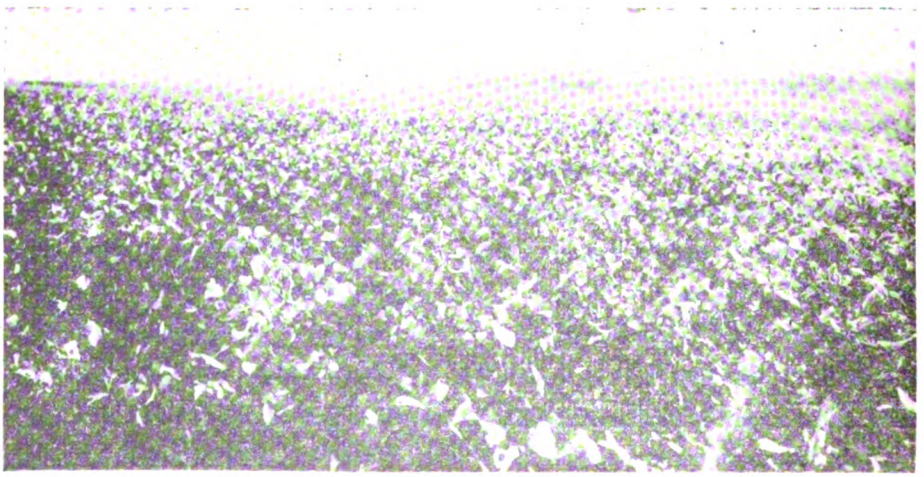
tries in Mukden, Tiehling, Changchun and vicinity. Quite lately, other kinds of industry have been brought into existence, such as glass making in Dairen, tar distillation in Fushun, tussar silk spinning in Antung and cotton spinning in Liaoyang, Chinchau, and Choushuitzu. The chemical industry has made yearly growth, and the making of manufacturing and finishing machines and apparatus, railway cars and ships shows much development. There are numerous other industries such as rice cleaning, cigarettes, paper, matches, soft drinks, leather, brick and earthenware making. Above all, oil pressing is the most important other industrial line in the locality; oil works are found not only in such important towns as Dairen, Yingkow, Antung, Changchun and Harbin but in all other places, where soja beans are received and distributed. Industries making use of bean oil are also developed, such as the making of solid oil, soap, glycerine, candle-wax and paints.

When Japanese administration of the place began, there was in South Manchuria only a small oil industry carried on old lines in Yingkow, and nothing else. In 1914, some other industries rose, stimulated by the World War. In 1919 Manchurian industrial circles were to have a golden age; then the war ended, which was soon followed by a severe economic reaction, which threw the weaker concerns into financial difficulties. They were indeed seized with a panic. After a time conditions were more stable; and, although the depression has not yet ended, yet the hope is that the local industrial world will soon resume steady headway, as the manufacturers are devoting themselves to revival of business. The war was a turning-point in the industrial development of Manchuria.



Tho Soya Bean Field.

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8. Industrial Values

During 1928 the total value of local industrial products amounted to 169,950,000 yen, of which bean cake, bean oil, wheat flour, cement, pig iron, woven goods, tobacco and Chinese liquors each amounted to upwards of 2,000,000 yen.

9. Agriculture

The land is generally barren. Of the railway zone, the district north of the Antan railway line is mostly fertile, although it lacks plains; the southern part is hilly, mostly gravel, and unfit for farming. Agriculture is the principal occupation, but the methods used are generally crude. The chief grain product is maize, and next comes kaolin. Beans are cultivated between the drills of maize. The chief vegetables are radish, onions, etc. The farmers are content with the lowest standard of living. Yet they are physically strong and diligent, being very clever in the employment of cattle. All kinds of farming are done by employing oxen and horses, except in damp places, where it is impossible to use them. Commonly the crops are rotated in two or three years, but connective culture is made in too narrow places to allow rotation or in hollows and damp places or in places too saline to grow anything but some specific kinds of crop.

During 1927 the yield of grains amounted to 2,294,028 *koku*, comprising maize, kaolin, millet, bar-yard grass, barley, wheat, buckwheat, yellow beans, green beans, black beans, small beans, pea-nuts, upland and lowland rice, etc. For the same year the yield of vegetables amounted to 73,036,253 *kin*; that of other crops, such as raw cotton, castor-beans, gingelly, hemp, sugar-cane, tobacco, etc. to 1,207,659 *kin*; and that of fruits such as grapes, peaches, pears, cherries, etc. to 5,134,428 *kin*. Regarding sericulture, the farmers' production of cocoons has been gathered at the head and branch Administration Offices since 1918, where they have been stifled or dried, after which they have been sold by auction and by other means. Thanks to these constant efforts on the part of officials, the production of cocoons has increased rapidly of late; and in this account some Japanese large sericulturists are about to project work there on a large scale. Sericulture thus promises to become one of the most important industries in the territory.

10. Fisheries

Regarding fishery, Kwantung Province, although only about 200 square *ri* in area, has a comparatively long coastline, extending over 700 *ri*, including islands; and it is much indented affording many harbours. Facing the Yellow Sea on the east and the Gulf of Pechili on the west, its southern corner is at the entrance to the bay. The

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11 Mines and Minerals

In Manchuria [illegible] and [illegible] are considered as the two [illegible] natural resources; but these [illegible] resources have been left undeveloped [illegible] being opposed to [illegible] as [illegible], or to co-operation in mining with foreigners under the [illegible] of the protection of [illegible]. [illegible] of the public [illegible] have [illegible] of the territory [illegible] of these resources [illegible].

The [illegible] are gold, alluvial gold, silver, [illegible], manganese, [illegible], iron sulphide, [illegible] and coal, [illegible], [illegible], [illegible], [illegible] [illegible] [illegible] [illegible]

[illegible]

12 Communications

Concerning the system of communications in Kwantung Province, the central [illegible] was at the [illegible] of the Japanese administration, [illegible] the Post and Telegraph Office. In 1908, it was [illegible] the Superintendent Office of Communications; and in [illegible], the name was [illegible] to the Office of Communications, which is in Fairview. It manages and controls the business of posts, telegraphs, telephones, postal money orders, postal savings and [illegible], supervises official and private telegraph and telephone services, [illegible] telegraph and telephone [illegible] and electric work, and [illegible] of the [illegible] business. During 1907 the total items of mail matter handled amounted to 103,527,973 of ordinary mail matter, of which [illegible] were sent and [illegible] received; [illegible] 1,140,548, of which [illegible] were sent and [illegible] received.

During the same year the telegrams [illegible] 2,[illegible], the [illegible] received 1,[illegible], while those relayed were

place possesses, therefore, every facility for transport by sea, with great fishing advantages, making it the best natural fishery in North China. From ancient times, the inhabitants have been engaged in fishing as their principal calling. During 1927, the total catch amounted to 6,262,727 *kwamme*, valued at 3,514,114 yen. The chief kinds of fish were sea-bream valued at 520,574 yen; codfish 600,588 yen; hair-tails 440,332 yen; *guchi* 424,070 yen; flatfish and sole 269,809 yen; *ei* 175,000 yen; gurnards 108,000 yen and sea-cucumbers 113,000 yen.

11. Mines and Minerals

In Manchuria and Mongolia mining and agriculture are considered as the two greatest natural resources; but these rich resources have been left undeveloped, the natives being opposed to mining as inauspicious, or to co-operation in mining with foreigners under the pretext of the protection of their rights. In addition, the inaccessibility of the place and the insecurity of the public peace have hampered mining enterprises. Japanese development of the territory has opened up some of these resources, but it is only a fraction.

The chief mineral products are gold, alluvial gold, silver, copper, iron, manganese, lead, zinc, iron sulphide, etc. and coal, dolomite, limestone, silica, clay, asbestos, fluor-spar, steatite, feldspar, soda, etc. as non-metallic products. Of these minerals, gold, iron, coal and different applied minerals are most valued. At the end of 1926 there were twenty-seven mines in operation, having an aggregate acreage of 41,300,000 tsubo, and producing for the year minerals valued at 61,300,000 yen in aggregate.

12. Communications

Concerning the system of communications in Kwantung Province, the central institution was, at the beginning of the Japanese administration, called the Post and Telegraph Office. In 1906, it was re-named the Superintendent Office of Communications; and in 1920, the name was again changed to the Office of Communications, which is in Dairen. It manages and controls the business of posts, telegraphs, telephones, postal money-orders, postal savings and pensions, supervises official and private telegraph and telephone services, wireless telegraph and telephone services and electric work, and takes charge of the aviation business. During 1927 the total items of mail matter handled amounted to 103,992,973 of ordinary mail matter, of which 49,949,123 were sent and 54,043,850 received; parcel-post, 1,146,543, of which 346,931 were sent and 799,612, received.

During the same year the telgrams sent numbered 2,068,468, those received 1,975,957, while those relayed were

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2,227,021. There were 19,484 telephone subscribers, and the total telephone messages within and without the cities during the year numbered 119,432,461.

13. Education

Then about the educational system in Kwantung Province, there were at first only two common schools with 490 pupils, and three middle schools with 176 pupils. Since then, the number of schools and pupils has increased steadily. In 1909 the Port Arthur Technical School was established, followed by middle schools, girls' high schools, while other schools, of secondary and commercial education were brought into being one after another. These schools admit not only Japanese but Chinese. In 1922 the Port Arthur Engineering College was established by raising the rank of the Port Arthur Technical School. In 1926 there were in the province 198 common schools, 16 middle schools, 49 commercial schools, 1 normal school, 5 technical schools and colleges, and 236 other schools, and similar establishments.

Religions in Kwantung Province are those existing in China from former times and those newly introduced from Japan and other countries. At the end of 1926 there were 244 Shinto priests with 162,693 believers; 242 Buddhist priests with 136,265 believers; and 4,698 Christian and other religions adherents.

14. Law and Justice

Regarding justice in Kwantung Province, the Court of Justice of the Kwantung Government takes charge of civil and criminal matters, and the Civil Administration Office mediates between litigants in civil matters. The Court of Justice is divided into two departments, local and high, the former of which is in Dairen and the latter in Port Arthur. The Local Court of Justice tries civil and criminal cases in the first instance, and takes charge of legal business other than lawsuits, but the registration business is carried on in the head and branch Civil Administration Offices. The High Court of Justice holds final trials in appeal cases. At the Local Court of Justice examinations and trials are conducted by single judges; and at the High Court of Justice examinations and trials are made by three judges in council. Police affairs in the Province of Kwantung and in the railway zone outside it are managed by the Consulates, and those in places outside the railway zone by the Kwantung Government. Burglaries and larcenies are the most numerous crimes and most of them are committed by roaming Chinamen taking refuge from places outside the jurisdiction of the Japanese Government. People associate

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12. Education

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Manchuria with the Chunchuses; and these mounted bandits still menace the residents of Manchuria. But in Kwantung Province damage done by them has been but seldom of late.

15. Sanitation and Health

As to health arrangements in the province, the Government has a general hospital in Port Arthur, and isolation and lock hospitals in Dairen and Port Arthur. There are in some important places consulation offices at official expense, where general patients are treated with or without charge; and the business of preventing infectious diseases is conducted. The Japan Red Cross has its hospitals in Port Arthur and Mukden, and consulation offices in other places. The South Manchurian Railway Company has medical consultation offices in Dairen, Mukden, Port Arthur, Yingkow, Tiehling, Changchun and Antung.

The most important social work in the province is Red Cross work. This began with the Japan-Russia War, when the Japan Red Cross squads treated Chinese patients free, while engaged in wartime relief work. In the office of the Kwantung Government there is the office of the Manchurian Commissioners of the Japan Red Cross. The objects of the society are understood by the Chinese, some of whom have subscribed to it as members. Its free medical treatment given to the Chinese has served to bring the Japanese and Chinese into closer touch and led to their mutual understanding, besides producing direct effects on the Chinese themselves. As this is the shortest cut to the cultivation of Japanese and Chinese friendship, the people generally recongnize the necessity of extending the society's work in the territory and yearly there are about 3,000 new members subscribing to the society, of whom one-half are foreigners, a fact worthy of special mention. The society's work is in the free medical treatment and other relief of patients, the prevention and stamping out of tuberculosis, the relief of sufferers from disasters, the traning of nurses, and the maintenance and management of the Juvenile Red Cross, as will as hospitals and relief offices. Its work is ever extending. Additionally, there are different kinds of charitable and relief works in the province, and they, not being well founded as yet, are being supported indirectly by the Government. They are all conducted by individuals, except the Social Building and Municipal residences in Dairen.

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A Bird's-eye View of the Head Offices of the South Manchuria Railway Company, Dairen.

SOUTH MANCHURIA RAILWAY

AS a semi-government institution, the South Manchuria Railway Company is one of the most significant factors in the development of Japan's aims and policies in Manchuria. The Company is much more than a mere transportation system operating for profit; besides providing Manchuria with a highly efficient railway and assisting the Chinese in building railways of their own, the activities of the Company include numerous functions which contribute materially toward increasing agricultural and industrial production and commerce. In addition, it spends great sums on education, hospitals, sanitation and other such enterprises for the benefit of the population in general, from which no financia returns may be expected.

In the wake of the Russo-Japanese War, on September 5 ,1905, Japan entered into possession of the rights and properties formerly held by Russia in Manchuria. Besides the lease of territory, these consisted mainly of the railway between Port Arthur and Changchun, with comparatively light rails, poor grades, and no rolling stock; the town of Port Arthur, which had been badly damaged in the siege; a mere nucleus of the City of Dairen and a less than half-constructed and rather shallow harbour; and four very small railway towns along the line. From this modest beginning she built up the present efficient and modern railway system, as well as large and flourishing

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railway towns, with their hospitals; and made Dairen the second port in China in point of volume of direct foreign trade.

On June 7, 1906, the Company under review was established through Imperial Ordinance, to manage the railway and the railway area, as well as the many allied enterprises which gradually become attached thereto. It was capitalized originally at 200,000,000 yen, of which the Japanese Government took over half of the capital stock as payment for the property which it turned over to the Company, The rest was offered for public subscription. The rest was offered for public subscription. It was not regarded as a good investment by the public which had seen the Russian Government pour into this enterprise mollion after million without profit; and the Chinese, to whom Japan offered the privilege of taking over any part of the stock offered for public subscription, declined the offer flatly. It was, however, regarded by the Japanese, whose patriotism had been throughly aroused during the War, as a patriotic enterprise. The shares were oversubscribed 1,066 times, and today only Japanese own such, and they have enjoyed the agreable surprise of receiving good returns on their investment. In 1920 the Company multiplied its capital to 440,000,000 yen, the Government again taking half by tak. ing over bond issues of £6,000,000 floated in London. Of the remaining shares 160,000,000 yen have been subscribed by the public, and the remaining 60,000,000 yen remain unissued. The officers of the Company are a President and a Vice-President, both appointed by the Japanese Government and a Board of Directors also appointed by the Government from among the shareholders.

The railway system which the Company took over in 1906, was in a sorry condition. All the rolling stock had been withdrawn by the Russians or destroyed, and most of the bridges had been blown up during the Russian retreat. The main line consisted of a single track from Port Arthur to Changchun, and many of the grades were quite steep. At the outset the track was changed from the five foot Russian gauge to the narrow gauge used by the railways in Japan proper, in order that the rolling stock brought from Japan might be employed, but soon the entire system was changed to the standard (4'81/2") gauge used by the Government Railways of China, and the rolling stock was imported. The Russian 65 pound rails were replaced with 80 and, later; with 100 pound rails and the main line double-tracked as far as Kaiyuan. It will soon be double-tracked all the way to Changchun. The grades have been leveled and the roadbed improved. As a resalt the South Manchuria Railway

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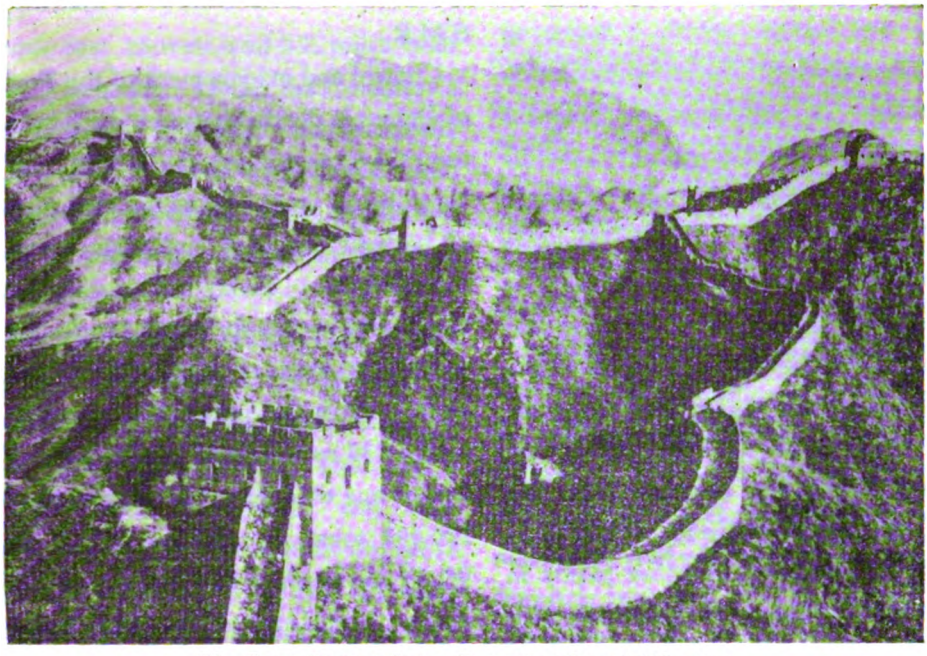

The Great Wall of China, Extending Over 2,000 miles.

has provided the best equipped railway system in eastern Asia. It has followed entirely American models: the whole service is similar to that found on the best roads in the United States. The line between Antung and Mukden was originally built as a light military railway by the Japanese troops during the War. Through treaty with China, the Company was allowed to rebuild this line, which was done by relocating it in many places, building tunnels and reducing grades, effecting a saving of over 18 miles.

The lines owned and operated by the S.M.R. are as below:

(1) Dairen-Changchun (main line)	438.5 miles
(2) Mukden-Antung (Suchiatun-Antung) . . .	161.7 miles
(3) Port Arthur-Dairen (Port Arthur-Choushuitzu branch)	31.6 miles
(4) Yingkou (Newchwang) branch (Tashih-chiao Yingkou) . . .	13.9 miles
(5) Yentai colliery branch	9.7 miles
(6) Hunho-Fushun lines	39.4 miles
	694.8 miles

The S.M.R. lines are of predominating importance, not merely because they furnish the main line traversing the rich central plains of Manchuria and thus give transportation for exports and imports of the entire region, but also because they constitute an essential link in the rail connection between East

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Asia and Europe, which is becoming increasingly important and popular with travellers as arrangements progress between the various railway systems concerned, improving the through service materially. Thus travellers between Europe and Japan travel over the S.M.R. lines between Antung and Changchun, while those from Shanghai and other points south travel over the line between Dairen and Changchun, where connection is made with the Chinese Eastern Railway. Travel from Peiping, Tientsin and other points in North and Central China connects with the S.M.R. lines at Mukden for transporiation to Changchun.

The principal goods transported are soya beans, bean cake, and other staple products, and the Company's Fushun coal. The fact that the export traffic is far greater than the import traffic constitutes a drawback. The profit derived from passenger transportation comes almost entirely from third-class traffic, the expresses being operated at a loss.

The Company is in charge of the management of the Railway Zone, including its real estate in Harbin, Tientsin, Shanghai, and Tokyo, which, exclusive of its holdings within the Leased Terriotory, totals about 112.5 square miles. It will be seen that the existence of numerous modern towns along the railway zone is due entirely to the initiative and management of the S.M.R.

Control and management of the Port of Dairen is divided between the Kwantung Government and the S.M.R, the latter being in charge of the extension of harbour facilities and their actual management. Today the breakwaters total 3,884 metres in length, enclosing a harbour area of 3,140,000 square metres, while the quay and wharf lines total 4,330 metres, and can accommodate at one time 29 vessels aggregating 220,000 tons. In addition, the Junk Wharf can berth at one time about 250 junks. The depth of the main basin averages 9.09 metres, making it possible to berth vessels up to over 30,000 tons.

The role played by thn Company in bringing about the rapidly increasing development of Manchuria's agricultural resourses is a very important one; and this is particularly the case in respect to the soya bean. Since the establishment by the Company of the Central Laboratory in Dairen, many new uses for the bean have been found, through its continued experiments, while the bean cake is also used extensively for fodder and as fertilizer.

The Fushun coal mines, which from one of the principal assects of the S.M.R. Co., are located about 20 miles east of Mukden and are connected by rail with the trunk line. This coal-field, which was acquired in 1907, covers some 16,500 acres, nearly ten miles

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from east to west, and 2½ miles from north to south. Under the Company's management extensive improvements have been made and numerous modern methods introduced, about 51,000,000 yen having been invested in this connection.

Fushun coal is bituminous, of high quality, and suitable for locomotives and marine engines; being also excellent for gas making. The coal is used by the Company, and large quantities are exported, while the growing demand for coal as fuel by Manchurian inhabitants accounts for a large local consumption.

An important industry being developed in connection with the Fushun mines is the distillation of oil from the shale deposits which are estimated to amount to some 5,500,000,000 tons; and as the shale must be taken out in connection with the coal mining operations. this raw material is virtually costless, The yentai coal mine; about ten miles north-east of Yentai Station, with which it is connected by rail, is about 3½ miles long and one mile in width, with an estimated doposit of 20,000,000 tons. The Anshan Iron Works, covering a site of about 4,540 acres in area, is now equipped with a large concentration plant which provides preliminary treatment of the ores, making it possible to recover their metal content economically. The annual pig-iron output of the plant was 88,263 tons in the fiscal year ending March, 1926, but production is to be increased to 200,000 tons annually.

Among the various activities of the Company which have no relation to the railway business but which are entirely in line with its function as a civilizing agency, the maintenance and management of educational institutions, hospitals and sanitation in general are the most significant. It may be remarked that a large portion of the earnings of the S.M.R. from its railway operations and its mines are being expended for the public welfare in various undertakings. An idea of the amounts spent by the Company on such services may be gained from the following figures for the fiscal year ending March 31, 1926:

Hospitals, 4,419,869 yen; Schools, 2,445,580 yen; Central Laboratory, 303,403 yen; Agricultural Bxperiments Stations, 265,000 yen; Libraries 156,-000 yen; Sanitation, 81,000 yen; Encouragement of industrial enterprises 932,000 yen; Afforestation, 72,000 yen; Subsidies to local administrations, 2,715,456 yen.

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THE JAPAN MAGAZINE
SPECIAL BUSINESS NUMBER
A
COMMERCIAL SECTION

I

Cotton Trade

DURING the year 1928 Japan's cotton trade experienced a considerable reduction in operations and output. This was due chiefly to the financial panic of 1927 which soon compelled spinners to curtail operations to an extent not not known for the previous six years. The process of curtailment did not find full effect until the end of the year when the accumulating stock made a halt imperative. The first effect was naturally to reduce production; and this policy was continued until the following September, even through the season which usually experienced increase of output; the monthly production of the mills was not more than 200,000 bales, and so it remained until all surplus stock was disposed of. After the stock was reduced to a reasonable extent, the Spinners' Association decided in October, 1928, to return gradually to the normal output, allowing the mills to resume night work even before the time perviously fixed.

It may be said that the cotton yarn market of 1928 was a slight improvement on the year before; and business looked rather hopeful, until the Tsinan Affair which created a boycott of Japanese goods in China and struck a serious blow at the extension of our cotton trade in that country. Though the export of cottons from Japan was larger than in 1927, it was not what it would have been but for the boycott. The Japanese mills, however, were too busy preparing for the enforcement of the new regulations prohibiting late nightwork for women and children to pay much attention to China; and by the end of 1928 the mills had no less than 6,500,000 spindles in operation, with output increasing accordingly. All these changes involved not only an increased output per spindle but a readjustment of the number of operators employed. The results of the working in 1928 were on the whole better than in 1927.

Fluctuations of prospect with regard to the American cotton crop in 1928 also considerably affected the cotton business in Japan. The yield turned out to be about 1,300,000 bales more than at first estimated, which weakened the raw cotton market; but later a different estimate recovered the market,

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bad weather reducing prospects of a good crop. The weather and the predictions later improved again, and the estimate in December was only 80,000 bales above the first estimate, but 1,400,000 bales over the crop of 1927, a decrease of 3,600,000 bales compared with the actual yield of 1926. During 1928 the price of raw cotton added 19 cents, which steadily increased until it reached over 23 cents in June, owing to decrease of stock. By September it had gone down to 17 cents, but later rose to 20; but as estimate of crop refused to change further, standing at about 14,400,000 bales, prices did not further advance till the end of the year.

The price of cotton yarn declined heavily at the beginning of 1928 under pressure of overstock, the forwards on the Osaka Commodities Exchange ruling at 206.90 yen at the beginning of February, being 45 yen less than at the opening of the year; but owing to more favourable conditions in China, due to the successes of the Nationalists, the prospects for cotton improved and the price rose to 259.50 yen by the first of July. In the second half of the year declining stock caused prices to advance still further, until the Tsinan boycott occurred, affecting adversely the cotton trade with China. Moreover, the price of raw cotton declined in the New York market owing to an estimate of 1,300,000 bales above the crop of 1927, causing the cotton yarn market in Japan to decline heavily, reaching 210 yen by the middle of September; but owing to increased domestic demand the price rose again to 236 yen by the end of the year.

Throughout 1928 the conditions of supply and demand in cotton yarns continued steadily to improve. The year opened with 65,000 bales in stock, but the number decreased to 21,000 with curtailment of operations; and the production for the whole of 1928 was only 2,450,000 bales, being 80,000 less than in 1927, and 150,000 less than in 1926. But exports of cotton yarns in 1928 witnessed a serious decline, owing to the Chinese boycott already mentioned, though the national condition of China was in itself enough to discourage trade in every way. But as yarns decreased, the cotton tissue trade improved, the total output in 1928 reaching 1,380,000,000 yards, an increase of 7 per cent over 1927, and the proportion of increase in exports of tissue was still greater.

II

Raw Silk Trade

DURING THE YEAR 1928 the raw silk market may be said to have remined quiet and uneventful, with mush less disturbance than in some former years.

It was not altogether a happy year, nevertheless, for the market somehow was unable to escape the dullness that had long continued, and which reached

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bottom in July. In the previous year the price of raw silk experienced a series of heavy falls without prospect of prompt recovery. Towards the end of the year various means were under consideration to deal with the situation; it was finally decided to undertake joint storage and to curtail production, and this was adopted and continued until May, 1928. But the price of raw silk, which ruled at 1,300 yen at the beginning of the year, though strengthened, did not change much, until May when it went down with the disposal of so much old silk on hand, at a sacrifice. With the arrival of large quantities of new silk in July the price was still kept down, descending as low as 1,220 yen, which was unusual. In sympathy with the heavy depreciation of silk, the spring and summer cocoons sold at pretty low figures, and cocoons again advanced with the improvement in silk prices, the late autumn crop commanding over 9 yen.

Among the more interesting events in the trade during the year were the establishment of the Kobe Raw Silk Exchange, and the holding of the Japan-American Grading Conference, as well as the beginning of operations by the New York National Silk Exchange. The silk market itself suffered no eventful fluctuations during the year; and although it was not a strong market, it was better than had been anticipated. Usually the raw silk market hardens seasonably about January or February when stock declines; but in 1928, owing to curtailment of output, prices advanced in January above the same period of 1927, and the upward tendency persisted through to March, reaching 1,380 yen, the highest price recorded in the first half of the year. Subsequently prices declined until June when there was a sudden drop owing to clearance sales of old silk, reaching 1,220 yen. In July and August sales did not diminish, though it was the full season for reeled silk, but increased arrivals and apprehension of future prospects, usually occurring at this time, depressed the sentiment of the market and weakened the price. The arrivals, however, were less than anticipated, owing to decline of efficiency in the mills from failure of cocoon culture; and the tendency did not improve until September with increased consumption of raw silk in America. There was a good deal of speculative buying in the Raw Silk Exchange, specially bulling the December deliveries. As a result the prices of raw silk was enhanced considerably, and in October reached 1,400 yen, the highest level in 1928. With the usual sacrificing tendency at the end of the year prices declined a little, ranging between 1,360 and 1,370 to the year's close.

For 1928 exports of raw silk from Japan reached 549,000 bales, which was

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26,000 above the previous year, an increase of some 5.2 per cent but the value, which was 733,000,000 yen, showed a decline of 10,000,000, yen on the year before, due to decline in the market. The 30,000 bales sent to Europe were 3,000 more than in 1927, and 16,000 over 1926, owing to the price being suitable to European buyers. In this trade Kobe showed some remarkable improvements, the exports of raw silk from that port reaching 136,000 bales, or about 25 per cent of the total exports; and in 1927 the exports of raw silk from Kobe were 21 per cent of the total.

In New York raw silk prices declined more than in Japan, because, in addition to lower prices in Japan, the exchange rate was lower than in 1927, so that the average price there was 6.8 per cent below 1927. The consumption in America was, therefore, enormous, amounting to 571,000 bales, of which 512,000 were Japanese silk. The total consumption was 20,000 bales above 1927 and 34,000 more bales of Japanese silk than in the previous year. Thus the consumption of Japanese silk in the United States is 90 per cent of the total consumption, the increase being due to lower prices of Japanese silk, as compared with that of other countries.

The question of grading raw silk has long been pending. In 1928 a deputation of eight men from the American Silk Association arrived in Japan to consult on this question with the silk men of this country; and a conference was held with the Americans; but, although no definite decision was reached, the question is more nearly approaching a solution than it was before.

III

Mousseline Trade

THE MOUSSELINE MARKET during the first half of 1928 maintained a favourable position owing to curtailed operations in the mills, and a strong wool market. But in the second half of the year the tone had considerably weakened, owing to reaction in the wool market and the sudden increase of mousseline on the hand reels. In September first grades declined to 64 sen a yard, and second grades to about 50 sen, an extraordinary decline compared with the beginning of the year. Later, prices improved with increasing demand owing to better arrangements for promoting consumption. But on the whole the manufacturers did not consider that they had a successful year.

From December 1927 the mills had been curtailing output to the extent of about 25 per cent, but as the output was still large owing to the efficiency of the looms in operation, the result did not succeed in raising the price very much. Moreover, the resumption of hand looms, which had been going

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[illegible] 25,000 [illegible] of some [illegible] which was [illegible] showed a [illegible] of 10,000 [illegible] they [illegible] before, due to [illegible] in the market. The [illegible] to Europe were 3,000 [illegible] and 10,000 over [illegible] owing to [illegible] buyers. In this [illegible] some remarkable [illegible] of raw silk from that port reaching 135,000 bales, [illegible] of the total exports [illegible] per cent of [illegible].

In N. Y. [illegible] more [illegible] to lower prices [illegible] rate was lower than [illegible] the average price there was 6.8 [illegible] below 1927. The [illegible] America was, therefore, [illegible] amounting to [illegible] of which 512,000 [illegible] consumption was [illegible] 1927 and [illegible] bales of [illegible] silk than in the previous year. [illegible] in the United States is [illegible] per cent of the total consumption, the increase being due to lower prices of [illegible] silk, as [illegible] with the [illegible] countries.

The question of [illegible] long been [illegible] tion of eight [illegible]

[illegible] Japan to [illegible] with the silk [illegible] the [illegible] appreciating [illegible] before.

III

Mous line Trade

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[illegible] 1927 [illegible] had been [illegible] to the [illegible] of about [illegible] but as the [illegible] was [illegible] to the [illegible] of [illegible] in operation, the result [illegible] the price [illegible] in [illegible] of [illegible] which had [illegible]

[illegible]

VI

Woolen Trade

[illegible]

... the market. The [illegible] ... [illegible] of not restricting [illegible] woolen yarn; but there was [illegible] conflict of interest among manufacturers, merchants and [illegible] ... was impossible to control the [illegible] more [illegible] ... [illegible] ... cember, 18[illegible].

But during the [illegible] half of [illegible] ... proof [illegible] improvement [illegible] way, to the [illegible] ... of operations and [illegible] production of [illegible] ... able conditions prevailing during the second half of [illegible] ... various causes [illegible] ... of woolen yarns [illegible] ... trade during the [illegible] ... [illegible] ... [illegible] ... increase in the [illegible] ...

The total [illegible] ... by the associated companies [illegible] ... year amounted roughly to about [illegible] ... per cent on [illegible]. [illegible] Associated manufacturers produced [illegible] yards, as against [illegible] yards in [illegible]; but the [illegible] ... to decline [illegible] ... [illegible] ... amounting to [illegible] ... a loss of one half [illegible] ...

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out of use, interfered considerably with the market. The scheme made the mistake of not restricting output of woolen yarn; but there was in this a conflict of interest among manufacturers, merchants and importers, so it was impossible to control the situation more perfectly, and plans of curtailment fell through completely by December, 1928.

But during the first half of 1928 the mousseline market showed appreciable improvement owing to the aforesaid curtailment of operations and the appreciation of material. The less favourable conditions prevailing during the second half of the year were due to various causes, chiefly the depreciation of woolen yarns and the inactivity of trade during the season of the Imperial Enthronement ceremonies. Stocks decreased rapidly until not more than 6,000 bales were feft, leading to some increase in the price of first grades.

The total production of mousseline by the associated companies during the year amounted roughly to about 12,000,000 yards, a decline of some 10 per cent on 1927. The hand looms of Aichi prefecture produced 1,809,000 yards, as against 1,262,000 yards in 1927; but the hand looms are bound to decline in number and output in future. Exports for the year were similarly inactive, amounting to only 1,061,000 yards, valued at 528,000 yen, a loss of one half in volume and of one-third in value compared with the previous year. At the beginning of the year many orders from America came for coats of mousseline, and prospects seemed bright in this line of trade; but after a time attention was diverted to the low grade cotton imitations of mousseline made in China, and so the trade was unfavourably affected. The chief buyers of Japanese mousseline during the year continued to be India, and next came Kwantung, followed by America, China and Hawaii, the only noteworthy feature being the advance of the United States from the sixth to the third position in the way of demand. The would appear to be no way of improving the prospects of mousseline unless greater attention be devoted to improving the quality and cultivating the market. And yet there is no material more beautiful or useful for ladies summer dresses, and all kinds of underwear.

IV

Woolen Trade

SOMEWHAT ACTIVE during 1928, the Japan Associated Woolen Companies produced about 20 per cent more cloth than usual, the increased in Aichi prefecture amounting to 50 per cent. There was a slight increase of exports as well as some small increase in imports. Owing to a fall in the price of wool there was a depressed market during the second half of the year,

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affected also by a prospective decline in the price of imported woolens and in anticipation of a removal of the embargo on gold. As a consequence there were some bankruptcies among the Bishu weavers. The decline was mostly in Japanese dress serges, but ordinary woolens remained steady, as in them the price was governed by the mills' forward quotations, and there was little speculation.

On the whole it may be said that the woolen industry in Japan has experienced fair progress, though the output of fabrics has not greatly increased of late. The companies have been more interested in making yarns for the market rather than for their own consumption; so that their working results depend more on the condition of the yarn market than on that for woolen fabrics. In the second half of the year there was a heavy decline in woolens; and imports of low-priced goods from Germany were dumped on the market; and this over-supply of goods left a depressed trade. But the manufacturers were yet able to abtain results almost as profitable as in 1927, owing to the depreciation in wool and reduced costs of production.

V

Rayon Trade

IN RAYON CIRCLES during the year 1928 there appeared two opposing tendencies: a decline in the price of rayon and yet better working results on the part of the manufacturers. These two things are, however, not so contradictory as they appear, for the increased production helped to cut down the costs and to compensate for decreased earnings in the market. The decline in this industry was not only in Japan but in all rayon-producing countries, as a result of supply exceeding demand. In Japan these was great advance in the art of manufacturing rayon, a feature that had been delayed by the more recent introduction of the industry in Japan, as compared with other countries. The output was such that in 1928 foreign imports almost ceased, while exports from Japan much increased, especially rayon tissues.

The total output of rayon in Japan during 1928 was about 16,000,000 lbs, as against 10,500,000 lbs for the previous year; and if imports be added, the total consumption of rayon was about 16,240,000 lbs, of which about one-fourth was exported in fabrics. All our rayon manfacturers were expanding operations during 1928, and this may be expected to continue during next year, and the result may mean an over-production of rayon. Prices advanced rapidly in the early part of 1928, 150 denier B commanding 280 yen in February, but it declined heavily a little later and ruled at 212 in March, since when it has had ups and downs until the dull season of June and July,

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[illegible]

V

Bazaar Trade

when it fell to 2 [illegible], its lowest since the industry started in this country. It was a decided contrast to the high-water mark of 295 yen reached in March, 1927, and the lowest in that year was 215 in November. But this depreciation in rayon prices is a world tendency due to over-production and low costs of production; but the domestic demand here is so great that production is likely to be maintained.

It was not until after the great earthquake of 1923 that the rayon industry began to show much development in Japan; but by 1926 many big mills were in operation with a capacity of 10,000,000 lbs, reaching 15,000,000 lbs in 1928, and now Japan stands seventh among the rayon producing countries of the world. The output of the various companies during 1928 may be seen from the following figures:

Company.	Output.
Imperial Artificial Silk Co.	7,6[illegible],000
Asahi Silk Weaving Co.	4,000,000
Japan Rayon Co. . .	1,580,000
Oriental Rayon Co. .	1,150,000
Showa Rayon Co. . .	300,000
Kurashiki Silk Weaving Co.	150,000
Mino Artificial Silk Co.	400,000
Tokyo Artificial Silk Co.	[illegible]
Japan Wo[illegible] Co. .	[illegible]
Total.	[illegible]

Each of the above companies is [illegible] with [illegible] of capacity [illegible] reduction of costs so as to [illegible] prices. The imports to cover domestic shortage will soon be unnecessary, and it will [illegible] for foreign [illegible] sale here, especially as the duty on such imports is high. The imports of 1928 amounting to [illegible] compared with the [illegible] output in Japan. Owing to the [illegible] at home the exports of rayon are also small, only [illegible] lbs in 1928. Japan now stands fifth among the rayon consuming countries of the world. The most important of our rayon exports are tissues which go to India, the South Seas and Africa.

VI

Hemp and Ramie

The [illegible] industry remained somewhat inactive during 1928, a feature that it inherited from 1927. Some of the difficulties are due to excessive competition between the two leading manufacturers, the Imperial and the Japan, although an unfavourable balance between supply and demand made things worse. The rivalry finally ended in the amalgamation of the two companies, with a marked improvement in the industry. Towards the end of 1928 the market experienced some revival. The Imperial Hemp

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Showa Rayon Co.	300,000
Kurashiki Silk Weaving Co.	150,000
Miye Artificial Silk Co.	400,000
Tokyo Artificial Silk Co.	400,000
Japan Woollen Co.	300,000
Total.	15,880,000

Each of the above companies is extending its capacity for output; and with expansion of capacity goes reduction of costs so as to meet decline in prices. The imports to cover domestic shortage will soon be unnecessary, and it will be increasingly difficult for foreign rayon to find any sale here, especially as the duty on such imports is high. The imports of 1928 amounting to 250,000 lbs are small compared with the year's output in Japan. Owing to the enormous consuption at home the exports of rayon are also small, only 67,500 lbs in 1928. Japan now stands fifth among the rayon-consuming countries of the world. The most important of our rayon experts are tissues which go to India, the South seas and Africa.

VI

Hemp and Ramie

THE HEMP AND RAMIE industry remained somewhat inactive during 1928, a feature that it inherited from 1927. Some of the difficulties are due to excessive competition between the two leading manufacturers, the Imperial and the Japan, although an unfavourable balance between supply and demand made things worse. The rivalry finally ended in the amalgamation of the two companies, with a marked improvement in the industry. Towards the end of 1928 the market experienced some revival. The Imperial Hemp

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Manufacturing Company produces about 80 per cent of the total in Japan; it operated about 70 per cent of its capacity during the year, while the Taisho Company worked to full capacity.

During 1928 exports of hemp and ramie goods amounted in value to 1,086,000 yen as against 1,489,000 yen in 1927; but during the year imports of these goods increased by about 50,000 yen over 1927, consisting chiefly of shirts, handkerchiefs and other linen goods. The Imperial Hemp Company had some serious losses and had to reduce its capital by one half during the year, so that it now stands at 17,125,000 yen, of which 10,000,000 yen is paid up. After its serious losses this company had the satisfaction of making profits to the extent of 703,500 yen in the second half of 1928, paying an 8 per cent dividend. The concern has been producing goods at a sacrifice in order to compete with foreign imports, but this is now ended. The company increased its indebtedness to 21,000,000 yen when it amalgamated with the Japan Hemp Company, and the interest on this debt is a heavy annual burden on the business; but, by a readjustment of affairs in every way, the Company has been able to economize to the extent of about 500,000 yen a year.

VII

Sugar Trade

DEPRESSION DOMINATED the sugar industry and trade during the year 1928, just as it did in some other countries, because of the enormous increase in production of the commodity. Even Cuba, the largest one source of sugar in the world, had to reduce its output to 4,000,000 tons, which was 500,000 less than normal, in order to stabilize the sugar market. But the scheme had little effect, for Java increased its output 590,000 tons, while Enropean beet sugar added 200,000 tons more, and that without any increase in the consumption of sugar in the United States, the largest consumer in the world. Thus there was an excess of supply over demand everywhere. After the war it became a policy in most countries to supply the domestic market in sugar under protection of higher tariff. The producers in Cuba and Java attempted to meet this by turning out more sugar at lower cost. Owing to increased facilities for production in Formosa, Japan has been able to supply her own tequirements in sugar. The problem of the industry there, however, is how to reduce the cost of production sufficiently to compete in the foreign market, especially with Javanese sugar.

Depreciation in the sugar market affected the industry in Formosa more seriously in 1928 than in 1927. The management had been so coddled under

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official protection that it made no proper provision for the equipment necessary to face the world market; it was too much concerned with speculative buying of Javanese sugar. This is why the Taisho and the Ensuiko companies had to meet financial difficulties. The most marked aspect of the industry in Formosa is the enormous increase in output, which arose from 6,819,420 piculs in 1916 to 12,000,000 in 1928, and will probably be 14,000,000 in 1930. The growth was due principally to improvements in cultivation and manufacture. The difficulty is that the cost of production is too high to compete successfully with other producers, and can do so in Japan only by aid of the protective duties.

Sugar production in Japan proper is small compared with Formosa. In 1928 it amounted to only 1,960,000 piculs, but that was an increase of 400,000 over the previous year. The same year imports of sugar totaled 6,345,000 piculs, of which 6,230,000 piculs was Java sugar, valued at some 64,000,000 yen. Imports of Philippine sugar reached 20,000 piculs, only one-tenth of the usual quantity, the decrease being due to home production. But Japan imported also 89,000 piculs of Cuban sugar, which was less than the usual quantity; while imports of Formosan sugar aggregated 9,790,000 piculs, or two million more than in 1927. The sugar consumption in Japan during 1928 amounted to no less than 19,600,000 piculs, while exports totaled 3,790,000 piculs, valued at 38,400,000 yen, a contrast to the dullness of the two previous years. Deducting exports from the quantity consumed in Japan, our consumption for the year was about 14,800,000 piculs, or 1,800,000 more than in 1927.

VIII

Cemet Trade

PORTLAND CEMENT had a strong market in 1928, especially in the second half of the period. Beginning the year with prices ruling at 4.30 yen it rose to 5.00 in April and by the autumn it was 5.40 yen, continuing steady even to the end of the year, which was unusual. This progress was due to a revival of demand and to the wise agreement of the manufacturers not to restrict sales to control the market or to indulge in any imprudent rivalry in disposing of their output. At the beginning of the year the stock on hand was 1,070,000 bbls, which decreased to 510,000 by November, and by the end of the year supplies were short. The producing firms, having come to a friendly agreement, effected a rational reduction of supply, curtailing only to the extent of from 2 to 3 per cent, in place of 15 per cent, as before, so that the relation between supply and demand remained satisfactory.

The second half of the year com-

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pensated in large measure for the poorer results of the first half. The total output for the year reached 22,474,000 barrels, an increase of 1,722,000 on the previous year, or about 8.3 per cent. The total consumption was 20,565,000 bbls, an increase of 1,762,000, or about 9.3 per cent, on 1927. Exports amounted to about two million barrels.

IX

Paper

THE ABNORMAL PROGRESS of the paper trade in 1928 was quite a new feature of the industry. Exports reached 178,000,000 lbs, and imports 100,500,000 lbs, the excess of exports amounting to 77,500,000 lbs. Movement of the commodity was greatly facilitated by exporting excess stocks to China. while at the same time Japan imported much less wrapping and packing paper; but the release of printing paper from former restrictions also helped the trade. The total output from the associated mills was unprecedentedly large, amounting to 1,305,000,000 lbs, and the demand was for 1,292,000,000 lbs. Increasing stocks somewhat weakened the market towards the end of the year. But now the leading companies have agreed to manage the market better, and this is expected to retard the declining prices, as it will lessen competition among producers, especially in rival demands for pulp supply and in over-production.

The abnormal demand for paper in 1928, amounting to 161,000,000 lbs above the previous year, is ascribed to the enormous amount of this material used in connection with the Imperial Enthronement, in newspapers, magazines, books of all kinds and in many others ways. Prospects this year indicate a decline in paper production as well as consumption.

X

Iron and Steel

THE IRON AND STEEL MARKET was fairly propsperous everywhere during 1928; at least in Japan the reaction against the previous dullness was wholesome. While imports declined, production at home vastly increased, and prices improved by ten per cent all round, with satisfactory profits to Japanese producers. The pig iron market was a little depressed owing to the cheapness of Indian supplies, but 52 yen remained a standard quotation for most of the period. Steel was more active than for a long time. The forward price at the Government steel works at the beginning of the year was 87 yen, but it rose 90 in March and 96 in June, owing to short supplies abroad. The stock in Japan was never in excess owing to brisk demand. Lather the foreign exchanges declined and foreign quotations for iron and steel rose, and the Government Steel Works demanded 102 yen in October, which was an in-

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IX

Paper

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XII

COPPER

crease of 17 per cent compared with the opening of the year. The improvement in the iron and steel market here was a reflection of the rehabilitation of the market in Europe.

The principal imports of steel amounted to 814,000 metric tons, an increase of 12,000 over the previous year, but 100,000 tons less than in 1916. It is satisfactory, however, that imports should not exceed requirements. The biggest demand was for plates, sheets, tubes, pipes, and wire rods, amounting to over 126,000 metric tons. Such imports were due to the inadequate production of such materials in Japan. The decrease in imports was mainly in square bars, angles and rails, which fell to the extent of 114,000 tons. As to origines, America supplied 28 per cent of the imports, followed by Germany, England and Belgium in the order named; but in the previous year Germany led, with America next. It is worth noting that these imports from France fell of by one half. So much for steel. When we turn to pig iron we find that imports amounted to 569,000 metric tons, an increase of 96,000 tons on 1927, the highest on record. The main increases were from India, 49,000 tons; and from America, 27,000 tons, with 25,000 from China. Thus India still leads in these supplies, while American supplies have greatly increased and those from China by fivefold. Stocks on hand both for pig iron and steel did not vary much during the year, which accounts for the tranquil state of the market.

XI

Copper

SUPPLY AND DEMAND in this metal was unusually good during the year; the demand both in Japan and America was remarkably large. Owing to the activity of the foreign and Japanese trusts there was a tendency to increase of production; but the increase of exports from America reduced the copper stocks there to 45,000 tons in October, only enough for the domestic market for nine days; while stocks in London declincd to 6,000 tons at the end of 1928, being one-tenth of what was held there three years before. This tended to stiffen the general market throughout the year, and, by the end, the price of electro-copper in Now York ruled at 16¼ cents. The result was that many suspended copper mines resumed operations, producing apprehension as to the possibility of over-production; but two of the biggest mines in South America were crippled by floods, and this left the market more buoyant.

Japan's production for the year amounted to 69,300 tons, an increase of 3,000 over 1927 and the largest since 1919. But imports of the metal reached 20,400 tons, an increase of 7,200 tons over 1927. The consump-

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tion amounted to over 80,600 tons, or 8,880 more than in 1927. The year's end saw only 5,400 tons in stock.

XII

Rubber

THE FIRST THING to notice in the rubber market of 1928 is the abolition of the Rubber Restriction Act, which the British Government applied thoroughly to meet the weakness of the market and to overcome it; but the remarkable increase of rubber production in the Dutch East Indies which were not subject to the Act, rendered it ineffective, so on April 4 the British prime minister resolved on the abrogation of the Act by November 1st. The official declaration created something like consternation in the rubber market, the price dropping from 40 to 27 cents, after which it has remained at a low ebb. Meanwhile stocks decreased, depreciation diminishing supply and stimulating demand. After the abrogation of the Act in November rubber shipments from Malry multiplied rapidly, without in any way weakening the merket, because of simultaneous consumption; and thus all the apprehensions fostered by the abrogation of the Act were swept away.

At the end of 1928 the stock of rubber in London amounted to 19,000 tons, with 66,000 in New York: and this total of 85,000 tons was 80,000 tons under the figures at the end of 1927, showing how the relation between supply and demand had improved. Exports of rubber from the Malay peninsula in 1928 aggregated some 408,000 tons, a gain of 37,000 tons or about 9.1 per cent, due mostly to the disappearance of the Act. Between January and October the monthly exports of rubber eached from 20,000 to 30,000 tons, the 60 per cent restriction being in force; but after that was removed exports in November jumped to 60,000 tons, a great contrast to the normal outflow of about 27,000 tons per month. Evidently accumulated stokcs began to be shipped as soon as the restriction was removed; but the prolonged restriction gave the rubber trees of Malay a good chance to thrive, which is quite in accordance with the efforts now being made to increase the crop and to reduce cost of production, so that the output may be expected to increase greatly hereafter.

XIII

Coal Trade

THE COAL MARKET began to show sings of decline early in 1928, and this tendency became more marked as the year progressed month by month, without any reaction even in time of seasonable demand. It was unusual that prices did not improve even in the season of most demand, but this was owing to large stock on hand, which was already excessive at the beginning of the year and still continued to grow

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[illegible] to over [illegible] tons [illegible] 4,88[illegible] [illegible] and [illegible] 5,400 [illegible]

XII

Rubber

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At the end of 1928 the stock of rubber in London amounted to [illegible] tons, with 66,000 in New York [illegible] this total of 55,000 tons [illegible] under the [illegible] at the end of 1927.

[illegible] shown [illegible] between [illegible] and [illegible] improved. Exports [illegible] from the Malay [illegible] 48,000 tons, a [illegible] of 27,000 tons or about 9.1 per cent, due mostly to the disappearance of the Act between January and October [illegible] only export of rubber reached from [illegible] to 20,000 tons, the 60 per cent restriction being [illegible] force; but after that was removed exports in November jumped to 66,000 tons, a great contrast to the normal outflow of about 27,000 tons per month. Evidently accumulated stores began to be shipped as soon as the restriction was removed; but the prolonged restriction gave the rubber trees of Malay a good chance to thrive, which is quite in accordance with [illegible] now being made to increase the crop and to reduce cost of production so that the output may be expected to increase greatly hereafter.

XIII

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as the year advanced. In view of this the collieries put forward proposals for working one day per week in April, but that did not prove sufficient to diminish the stocks on the docks. Nevertheless, it was reduced by 5 per cent in August; and the stock on hand at the beginning of the present year amounted to 2,380,000 tons, or about one million tons in excess of normal stocks, and nearly double the figure existing at the same date in 1927.

The fact that the collieries agreed upon a policy of restriction showed that stocks in 1928 were expected to increase over those of the previous year; there was also much overall diminution of output at other mines too. This hardened by the commencement of operations at not a few mines as their projected plans were carried out; and, in addition, there was a great excess of coal imports than in 1927. The fact is the country's output of coal rather decreased in 1928, which was quite unusual, and helped to increase stocks, but the main increase was due to excess of output and to imports.

The result was that the period remained very dull throughout the year. The output from the chief mines amounted to 31,615,000 tons, as compared with 31,270,000 tons of the previous year, an increase of 410,000 tons. If the various quantities of coal mined by the smaller concerns be added the total out put will rise to 33,-

[illegible] to 7,000 tons, and this [illegible] [illegible] [illegible] to 72,000 tons. Exports [illegible] [illegible] increased to 2,[illegible] [illegible] [illegible] about 58,000 tons is [illegible] was imported. The [illegible] [illegible] to 6,[illegible] tons. In 1927 the [illegible] [illegible] to the [illegible] [illegible] 600 tons, owing to [illegible] [illegible] Portugal and Italy [illegible] [illegible] coal mark[illegible] [illegible] 1,[illegible] [illegible] 1,000 tons to [illegible] [illegible] ass of the mark[illegible] [illegible] was [illegible] chance for speculative in 1928, and that of Durham coal decreased, though the total imports the [illegible] were 750,000 tons above 1927, due to supplies of fine steam [illegible] coal from China, the high price in this port would choke in the [illegible] [illegible] produce. Up to 1933 coal exports tended to exceed imports, but since then it has been the reverse, which is not regarded as a favourable sign in [illegible] trade.

XIV

PETROLEUM

The [illegible] MARKET was [illegible] by [illegible] in 1927, but in 1928 it [illegible] [illegible] a decided [illegible] [illegible] the whole year the [illegible] [illegible] could not improve beyond arresting the tendency to decline. This was due to the [illegible] [illegible] of the oil [illegible] [illegible] [illegible] and to [illegible] [illegible] which had been [illegible] for many

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as the yeard advanced. In view of this the collieries joined in a policy of restricting output by 5 per cent in April, but that did not do much to decrease the stock on hand. Restriction was again raised by 5 per cent in August; yet the stock on hand at the beginning of the season of sales amounted to 2,500,000 tons, or about one million tons in excess of the noral stock, and nearly double the figure existing at the same date in 1927.

The fact that the colleries agreed upon a policy of restriction showed that stocks in 1928 were expected to increase over those of the previous year; there was spantaneous curtailment of output at other mines too. This furthered by the commencement of operations at not a few mines as their projected plans were carried out; and, in addition, there was a greater excess of coal imports than in 1927. The fact is the consumption of caol rather decreased in 1928, which was quite unusual, and helped to increase stock, but the main increase was due to excess of output and to imports.

The result was that the market remained very dull throughout the year. The output from the chief mines amounted to 31,615,000 tons, as compared with 31,200,000 tons of the previous year, an increase of 410,000 tons. If the various quantities of coal mined by the smaller concerns be added the total out put will rise to 33,765,000 tons, and this reduces the difference between the year and the previous year to 234,000 tons. Exports of coal for the year amounted to 2,150000 tons, or about 584,000 tons less than was imported, the latter amounting to 2,735,000 tons. In 1927 imports exceeded exports to the extent of 486,000 tons, owing to speculation in Fushun and Kaipei coal induced by the coal market in Japan. Owing to dullness of the market there was little chance for speculation in 1928, and imports of Fushun coal decreased, though the total imports thence were 70,000 tons above 1927, due to supplies of fine smokeless coal from French China, though this product has not much chance in the Japanese market. Up to 1923 coal exports tended to exceed imports, but since then it has been the reverse, which is not regarded as a favourable sign in our coal trade.

XIV

PETROLEUM

THE OIL MARKET was overtaken by stagnation in 1927, but in 1928 it assumed greater activity and optimism marked the whole year, though the price did not improve beyond arresting the tendency to decline. This was due to the strict adherence of the oil producers to their agreement and to favourable changes in the American oil industry, which had been suffering for many

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years from excessive production. From the summer of 1927 the oil men agreed on restriction of output, bringing up the price of crude oil since the summer of 1928. In Japan prices did not show such marked improvement as in America, because of over-supplies, and in some measure to the embargo on gold. Since 1928 the price of oil in Japan has continued in strong sympathy with the upward tendency in the United States.

During 1928 the yield of crude oil in Japan began to recover from the decreasing tendency of several years; and the first half of the year saw an output of 803,000 koku, of which 747,000 was from Japan proper and 56,000 from Formosa. The yield for the second half of the year was considerably larger, but the fact figures are not available. Imports of oil for 1928 reached 465,390,000 gallons, twice as much as in 1927. Of this total 30,000,000 gallons was crude oil, and volatile oil 10,430,000 gallons, kerosine 68,500,000 gallons, and lubricating oil 5,790,000 gallons; it will be noticed that 80 per cent of the total was crude oil. In crude and heavy oils imports have been increasing yearly, being double what they were in 1927, and 14 per cent above 1925 in 1926. The great increase of 1928 was due to demand for fuel. Volatile oil increased very much in this country, rising from 4,490,000 cases in 1926 to 6,240,000 in 1927 and was about seven million cases in 1928. As this is from crude oil imports of the latter increased.

In America the price of crude oil considerably improved in the second half of the year after receiving some support during the first half. Pennsylvania crude oil, the standard quality over there, commanded 2,80 dollars per bbl in January which price was maintained until June when it arose to 3,05 dollars, after which it advanced monthly 3.35 in September, 3.45 in October and to 3.85 in December, this being one dollar above the price ruling at the opening of the year, a testimony to the effect of restricted production. In 1927 the quantity of American crude oil was not very different from that of 1927. It may appear strange that the production of oil did not decrease despite restriction; but the object of the restriction was simply to prevent an excess of production. Without restriction the monthly output would have reached more than 80,000 bbls. With the exception of February the monthly output was about 70,000,000 bbls, or almost the same as in 1927; and as to oil consumption and the month-end stocks the two years were much the same.

XV

Rice Trade

THE FIRST HALF of 1928 witnessed a peaceful rice market, but the second half showed uncommon fluctuations, owing to unseasonable weather prevail-

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XV

Price Trade

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ing in the hot season. In 1927 the rice crop in Japan was over 10 million koku with 27,000,000 kwa. (Koku = 5 bushels) the largest yield since 1921, which was enough to make the respective condition of supply and demand quite optimistic. In March, the Government enacted a Law Restricting Importation of Foreign Rice to Japan and Formosa, in order to regulate the price; and yet the price market continued to decline in the first half of the year.

Towards the end of July the weather became more favorable in the Kwansai and Shikoku districts, creating an impression as to the future of the rice crop. This was taken advantage of by speculators, who, hoping that the natural causing the price to rise by 15% or more, began to buy the entire crop. It was known in many quarters that the season advanced, the consumption on September 1st, the price rose to 18.30 yen for 60 kobe kilos, and to about 19 yen for the next rice. Subsequently, apprehension of crop conditions were mitigated by the good progress of the crop, and more over, on account of decreased consumption in the crop brought down the price accordingly. After the price fell to 17.50 yen. For the year, therefore, 27,000,000 kwa. had been produced or 1.00

The exception of [illegible]

[illegible] ed [illegible]

[illegible] ed [illegible]

[illegible] ed

ing in the hot season. In 2927 the rice crop in Japan was exceptionally rich with 62,100,000 *koku*, (Koku=5 bushels) the largest yield since 1921, which was enough to make the prospective condition of supply and demand quite optimistic. In March, the Government enacted a Law Restricting Importation of Foreign Rice to Japan and Korea, in order to regulate the price; and yet the rice market continued to decline in the first half of the year.

Towards the end of July the weather became more unseasonable in the Kwanto and Sanriku Districts, creating apprehension as to the future of the rice crop. This was taken advantage of by a section of people, who bulled the market, causing the price to rise by 15 yen for every delivery. Speculative operations grew in activity as the season advanced, the consequently, on September 7th, the price rose to 38,30 yen for October delivery, and to about 35 yen for spot rice. Subsequently, apprehensions of crop conditions were mitigated by the peaceful passing of the critical day; and moreover, an estimate of unexpectedly great increases in the crop brought down the price acutely, frustrating the attempts of speculative buyers. After the price fell off steadily. For October, delivery reached 270,500 *koku*, breaking the record of 1905.

This exceptionally large delivery augmented stocks held in the Fukagawa market, which amounted to more than 1,000,000 *koku* even in the between-season. Subsequently, in addition to the new crop moved to market, the overstock became a depressing factor of the price in Tokyo. In December the Government announced the sales of old rice and the buying of the new crop; that did not have a salutary affect on the market, but, on the contrary, it declined to the lowest at the end of 1927, and to even the low-water mark since January, 1923; and the year passed without seeing any improvement.

Consumption of rice increases yearly in proportion to growth of population as a matter of course; besides, it is affected not a little by the general condition of trade and the amount of the crop. In 1928 consumption increased remarkably, amounting to 70,300,000 *koku* as against 67,200,000 *koku* for 1927, a gain of 3,100,000 *koku*. Consumption per capita. was 1.138 *koku* in 1928, as against a little less than 1.1 *koku* in 1927.

As the crop was exceptionally rich in 1928, imports decreased to 11,250,000 *koku* for the year, as against 12,670,000 *koku* for 1927. Supply and demand in 1928 on the basis of official figures was as follows:

Item	Amount *Koku*
Brought over from 1917	5,765,541
Crop for the year	62,104.503

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Imports from foreign countries	1,753,131
„ „ Korea	7,069,318
„ „ Formosa	2,430,570
Total	79,123,068
Demand:	
Exports to foreign countries	38,354
„ „ Korea	73,490
„ „ Formosa	24,186
„ „ Karafuto	330,058
Re-exports	516,447
Consumption in Japan	70,299,976
Total	71,282,511
Carried forward to 1929	7,840,552
Population in Japan	61,786,528
Consumption per capita	1,138

Even with this consumption, the stock at the year end amounted to 78,400,000 *koku*, being the largest since 1921.

The Korean crop was unequally rich in 1928 and amounted to 17,300,000 *koku* for as against 15,300,000 *koku* for 1927, an increase of 2,000,000 *koku*. Korean rice had much improved in quality and of late yearly increased in production, its supply to Japan multiplying in consequence so much as to make it absolutely necessary for balancing the supply of rice with the demand in Japan. In 1928 the importation of foreign rice into Japan and Korea was restricted by the Rice Law, which necessitated a greater supply of Korean rice in Japan in place of foreign rice. The years' total imports reached more than 7,000,000 *koku*, as against 5,900,000 *koku* for 1927. The following table shows imports of Korean rice since 1912:—

Year.	Imports. *Koku*
1912	246,014
1913	294,406
1914	1,025,020
1915	1,872,139
1916	1,332,768
1917	1,195,172
1918	1,732,969
1919	2,774,612
1920	1,640,208
1921	2,904,780
1922	3,136,017
1923	3,453,018
1924	4,547,570
1925	4,428,392
1926	5,213,248
1927	5,909,736
1928	7,069,497

In 1928 imports of Formosan rice amounted to 2,400,000 *koku*, being 200,000 *koku* less than for 1927. The yearly supply of this rice in Japan amounting to over 2,000,000 *koku*, it is next in importance to Korean rice. Its imports since 1912 are as follows:

Year.	Imports. *Koku*
1912	652,578
1913	980,852
1914	812,448
1915	694,540
1916	801,940
1917	786,083
1918	1,139,055
1919	1,262,570
1920	663,120
1921	1,034,248
1922	740,618
1923	1,131,905
1924	1,658,207
1925	2,522,136
1926	2,186,576
1927	2,637,899
1928	2,428,614

In 1928 the imports of foreign rice greatly fell of under the law restricting its importation; the years's imports were only 1,740,000 *koku* as against 4,130,000 *koku* for 1927. The following table gives the imports of foreign rice since 1912:—

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Year.	Imp. Acc.
1912	[illegible]
1913	[illegible]

since 1912 :—

[illegible]	[illegible]
" " [illegible]	[illegible]
" " Formosa	[illegible]
Total	[illegible]
Demand:	
[illegible]	[illegible]
" " [illegible]	[illegible]
" " [illegible]	[illegible]
" " [illegible]	[illegible]
Reexportation	[illegible]
Consumption Japan	[illegible]
Total	[illegible]
Carried forward	[illegible]
Product of Japan	[illegible]
Consumption per capita	[illegible]

Even with this enormous rise, the stock at the end of 1922 amounted to 754,000,000 Amount, a figure that was [illegible] since 1920.

The fact is apparently that in 1922 and amounted to 175,000,000 Amount for an [illegible] of 1920, the increase [illegible] Korean rice had [illegible] used in quality and of [illegible] produced, its supply [illegible] being in excess [illegible] to make it obligatory [illegible] ing the shipment [illegible] in Japan. In 1922 the [illegible] foreign rice into Japan and it was restricted by the Laws, which [illegible] raised a question [illegible] rice Japan in view of [illegible] The year [illegible] more than [illegible] for [illegible] table shows the [illegible] since 1912 :—

Year.	Imp. Acc.
1912	[illegible]
1913	[illegible]
1914	[illegible]
1915	[illegible]
1916	[illegible]
1917	[illegible]
1918	[illegible]
1919	[illegible]
1920	[illegible]
1921	[illegible]
1922	[illegible]
1923	[illegible]

In 1923 the [illegible] more than [illegible] Amount, being [illegible] for 1922. The year [illegible] Japan [illegible] as follows :—

Year.	Imp. Acc.
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

The [illegible] the [illegible] the [illegible] place [illegible] Korea [illegible] the [illegible] [illegible] [illegible]

XVI

Flour Trade

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Year.	Amount. "Koku"
1912	2,011,268
1913	3,239,360
1914	2,471,252
1915	517,359
1916	286,944
1917	523,897
1918	3,662,118
1919	5,428,255
1920	749,981
1921	816,708
1922	3,791,107
1923	1,620,309
1924	3,327,505
1925	5,136,396
1926	2,141,731
1927	4,129,041
1928	1,742,179

XVI

Flour Trade

DURING THE FIRST HALF of 1928 the flour market was strong, but in its second half, the situation became unfavourable, although a reactional rise was seen a little towards the year end. The highest price was 4,14 yen in May, and the lowest price 3.43 yen in October, fluctuations being somewhat greater than in 1927.

In September, 1927 an agreement on price was concluded between the Japanese-Chinese, Japanese and Matsumoto Flour Mill Companies, but it broke down in March or April, 1928. It was feared this would bring down the market heavily, but failure of the wheat crop in Europe and the bad weather in the United States having stiffened wheat, the flour market in this country received a some stimulus and rose, rather than fell. Towards the end of April, however, foreign wheat declined reactionally, and, following it, Japanese wheat also fell off. In the meantime the restriction on the production of wheat flour was discontinued, causing the flour market here to take a bad turn and to go down steadily, until it declined to 3.43 yen at the beginning of October. By this time, the question of a price convention was again discussed among the flour mills; and in October, the so-called Shoda-Yasukawa gentlemen's agreement was coucluded. As foreign wheat indicated signs of a decline at the same time, the flour market at last reached bottom, and towards the year end it improved about 20 sen from the last low water mark.

During 1928 the relation between the supply and demand of flour was favourable. Its production increased, largely as a result of the discontinuation of the restriction on production; but, as the consumption increased on the price declining, supply and demand were well balanced. Moreover, exports increased so remarkably that the high record reached in the war was broken, and a new record was constituted.

During 1928 the total production of wheat flour in Japan amounted approximately to 42,479,000 bags, an increase of 5,777,000 bags, or 16 per cent. over 1927. The increased production was brought about by increas-

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ed exportation and domestic consumption, by 3,054,000 bags and 2,200,000 bags respectively.

Previously exportation from this country by way of a dumpting, and was unprofitable ; but it became profitable about 1926, and since then, the rate of profit has increased yearly. This was partly owing to the operation of a flour-making machine of the German intensive system by the Japanese Chinese Flour Mill Company, using a low grade of wheat, while the progress of the art of flour-making and the rationalization of mill management had something to do with it. During 1927, exports decreased 1,172,000 bags from 1926, but during 1928, they nearly doubled, being 1,882,000 bags larger than in 1926. Total exports of wheat flour in 1928 amounted to 6,400,000 bags, valued at 24,700,000 yen, breaking the record of 1917.

Before 1928, the record year was 1917 with exports of 5,508,908 bags; but 1928 saw a new record with about 1,000,000 bags in excess of the record year. Besides the abovementioned reasons, this record amount was due to the fact that Japan is in the close proximity China, a large importing country of wheat flour ; and in the near future more than 10,000,000 bags will, perhaps, be exported from Japan to China.

The consumption of wheat flour in Japan amounted to 36,400,000 bags in 1928, gaining 2,200,000 bags over 1927. Recently, 1927. Recently, the amount consumed in Japan has not grown so much as hitherto, there being almost no increase in 1927, but in 1928 it showed an unusually large increase over 1927, for which the decline in the price and the increased eating of bread among the Japanese people are mainly responsible.

Exports went mostly to China and Kwantung Province. The amount to China was doubled in 1928, despite severe boycott movements against Japanese goods there, because of wheat flour being a food stuff ; and another powerful reason is that the Japanese art of flour making having advanced, fine qualities were manufactured from low grade wheat ; and rationalization of management and some other things in Japanese flour mills reduced the cost of production so much that it became possible for Japanese wheat flour to compete successfully against foreign products in the Chinese market. Foreign rivals of Japanese wheat flour are principally American and Canadian products whose market in China was much encroached upon by Japanese flour in 1928 ; from which it is evident that our interests are now powerful enough to stand the foreign competition.

An important question is the future condition of Chinese requirements in

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foreign wheat flour. The flour industry in Shanghai has made good development; it is the only domestic source of flour supply in China. There are some flour mills in the interior, but the methods used in them are very primitive. In the circumstances, the Chinese demand for wheat flour has to be met for the most part by imports. Japanese wheat flour trade with China is, therefore rosy in prospect.

Japanese flour mill companies are thinking of exporting their products to the Straits Settlements, Africa and Australia, besides to China. They hope to be able to export in 1929 more than 10,000,000 bags. Which does not seem are impossibility. With this development of export trade, Japanese mills will soon have to extend their capacity for production.

XVII

Fertilizer Trade

ONE NOTEWORTHY FACT of 1928 is that in all countries the question of the acidity of the soil was much discussed; and it depressed the price of acid manure. When acid manure is applied continually to the same land, it retards growth, as the fixation of acid in the soil creates acidity. There are different kinds of acid manure, the principal of which is sulphate of ammonia. In 1928 the price of sulphate of ammonia was record low, affected by the above question in addition to an oversupply, the average price in the year showing a decline of 3 or 4 yen from that in 1927. The year witnessed a general fall in fertilizer prices, except for bean cake, which was better in the second half, due to the activity of shipments of Manchurian soja beans to Europe, which made it hard for the bean-cake manufacturers to profit on their products. This had the consequence of diminishing the production of bean cake and its importation into Japan, causing the price to go up. A common reason for the depreciation of fertilizers was a fall in prices of chief the agricultural products. The average price of raw silk (the "saiyu" class) was 1,326 yen, a fall of 54 yen from that in 1927; that of rice 30.53 yen, a decline of 4.03 yen from that in 1927; and that of wheat 7.68 yen, a drop of 0.15 yen from that in 1927. As the price of rice declined most heavily, the farmers' purchasing capacity much decreased in the year, from that in 1927. At the same time, the production of fertilizers increased in Japan, and their importation was as large as in 1927. Still the amount in storage at the end of December was small, owing to an abundant supply in the godowns of the leading merchants.

The total production of fertilizers in Japan during 1927 amounted to 1,680,000 tons; but in 1928 the amount perhaps reached 1,840,000 or 1,850,000 tons, increasing about 10 per cent over 1927. This amount is larger by 260,-

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000 tons than in 1926, and 500,000 tons (30 per cent) over 1925. The following table gives the production of fertilizers in Japan since 1921 :

Year.	Production. Tons
1921	1,035,000
1922	1,134,000
1923	1,139,000
1924	1,213,000
1925	1,359,000
1926	1,582,000
1927	1,680,000
1928	1,850,000

Of all these, supcrphosphate and sulphate of ammonia increased most conspicuously, especially the former which increased to 130,690.000 *kwamme*, breaking the past high record. The Dai Nippon Fertilizer Company, Ltd. produced, as usual, one-third of the total.

As to production of sulphate of ammonia in 1928, the exact amount is unknown, but it reached probably 220,000 or 230,000 tons,—an increase of 40,000 or 50,000 tons over 1927, seeing that the manufacturers extended work and the Dai Nippon Artificial Fertilizer Company, Ltd. started making it. The following table shows the production of sulphate of ammonia in Japan since 1921 :

Year.	Production. Tons.
1921	93,582
1922	83,245
1923	102,925
1924	107,358
1925	129,521
1926	145,296
1927	181,440
1828 (estimated)	230,000

During 1928 imports of fertilizers amounted to 2,085,000 tons, valued at 159,000,000 yen. As compared with 1927, this amount shows a decrease of 68,000 tons in quantity and of 4,300,000 yen in value. Phosphorite, sulphate of ammonia, potassium sulphide, peseed cake, etc. increased, and bean cake, saltpetre, cottonseed cake, etc. decreased. Bean cake fell off more than any other, and cottonseed cake came next. Bean cake amounted to 973,000 tons, decreasing 200,000 tons, or 17 per cent. from 1927. Still it took more than 40 per cent. of the total imports, retaining the prime position. Cottonseed cake amounted to 51,000 tons, decreasing 80,000 tons from 1927. Phosphate increased over 60,000 tons, setting a record. This was a natural consequence of the increased production of superphosphate manure. Sulphate of ammonia amounted to 282,000 tons, increasing 35,000 tons over 1927, most of it was from Germany. A competition existed in the year between the German, English and American goods, but in a way less acute than in 1927, owing to the German goods being too low in price to allow the other goods to sell in competition.

XVIII

Lumber Trade

THE LUMBER MARKET remained dull throughout 1928, but did not fluctuate

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[illegible]

severely; but [illegible] have [illegible] more [illegible] sult of the trade [illegible] speculative. This is a [illegible] and the lumber market, after [illegible] ing a time of [illegible] reached bottom in 1926.

Foreign lumber [illegible] to be imported largely in 1928, [illegible] American lumber which was imported to an unprecedentedly [illegible] and north sea lumber was taken in to the amount of 12,[illegible] *kokw*, contrary to previous expectations, [illegible] only 400,000 *kokw* from the record year of 1927. The demand [illegible] on the increase only [illegible] and it increased in 1928, too, perhaps because of the process of reconstruction work.

At the beginning of the year the stocks of American lumber [illegible] Tokyo and Yokohama amounted to about 600,000 *kokw* [illegible] 7[illegible],000 *kokw* in July [illegible] to decline [illegible] increase in consumption [illegible] decrease in arrivals, it [illegible] at only 3[illegible],000 *kokw* [illegible] the smallest in record [illegible] years. Decrease of stock, while [illegible] increase, [illegible] demand. The [illegible] of raising import duties on lumber was considered during the year as much as before [illegible] was at last realized.

During 1928 imports of American [illegible] in Yokohama [illegible] in record [illegible] the first half of the year, [illegible] more was [illegible] half. [illegible] first half, the amount was 3,[illegible] *kokw*, and for [illegible] half it was 2,[illegible] *kokw*, [illegible] *kokw*. [illegible] in stock and [illegible] in prices. While [illegible] 1928, [illegible] owing to the [illegible] the [illegible] the year [illegible]

During 1928 [illegible] in to the amount [illegible] *kokw* being the [illegible] the previous five years [illegible] record year of 1927, which [illegible] the following figures:

Year	[illegible] in
[illegible]	[illegible]
19[illegible]	[illegible]
19[illegible]	[illegible]
19[illegible]	[illegible]
19[illegible]	[illegible]
19[illegible]	[illegible]
19[illegible]	[illegible]

[illegible] imports of [illegible] have increased [illegible] years; [illegible] has not been [illegible] in house building, but as [illegible] for paper, 30 per cent; and for casing, another 30 per cent, having about 4,[illegible] *kokw* available for house-building purposes. From this it may

severely; but recently, fluctuations have narrowed more and more as a result of the trade having become less speculative. This is a gratifiying fact, and the lumber market, after experiencing a time of dullness, seems to have reached bottom in 1928.

Foreign lumber continued to be imported largely in 1928, especially American lumber which was imported to an unprecedentedly great extent; and north sea lumber was taken in to the amount of 12,680,000 *koku*, contrary to previous expectation, losing only 450,000 *koku* from the record year of 1927. The demand have been on the increase only in recent years; and it increased in 1928, too, perhaps because of the progress of reconstruction work.

At the beginning of the year the stock of American lumber held in Tokyo and Yokohama amounted to about 600,000 *koku*, but in increased to 790,000 *koku* in July, causing the market to decline. Later, with an increase in consumption and a decrease in arrivals, it diminished until it stood at only 340,000 *koku* at the year end, the smallest in record in recent years. Decrease of stock, while imports increase, evinces a rise in demand. The question of raising import duties on lumber was considered during the year as much as before, and was at last realized.

During 1928 imports of American lumber into Yokohama amounted to 6,300,000 *koku*, being 1,250,000 *koku* larger than the figures for 1927, making record. During the first half of the year, much more was imported than during the second half. For the first half, the amount was 3,400,000 *koku*, and for the second half it was 2,895,000 *koku*, a difference of 500,000 *koku*. Decreased imports in the second half accounted for a sudden falling off in stock and an advance in prices. While imports so much increased in 1928, consumption was most active, owing to the low prise position and the progress of the reconstruction work; the year experienced no over supply.

During 1928 north sea lumber was taken in to the amount of 12,688,000 *koku*, being the largest in the previous five years, except the record year of 1927, which may be seen from the following figures:

Year.	Amount Taken In. *koku*
1923	8,762,467
1924	11,454,771
1925	10,705,116
1926	11,958,086
1927	13,130,122
1928	12,688,501

Imports of north sea lumber have increased steadily in recent years; but the amount has not been used entirely in house building, but as material for paper, 30 per cent.; and for casing, another 30 per cent., leaving about 4,500,000 *koku* available for house-building purposes. From this it may

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be concluded that north sea lumber does not yet compete well with American lumber.

At the beginning of 1928 stocks of American lumber in Tokyo and Yokohama amounted to 550,000 *koku*, which increased monthly but yet stood in the neighbourhood of 600,000 *koku* until June. In July the amount suddenly increased to about 800,000 *koku*, causing the market to change for the worse, which made importers cautious and they held off importing. Subsequently, therefore, arrivals decreased greatly, and stocks fell to 344,000 *koku* at the year end, the smallest on record in recent years. This decreased stock reflected on the prices, which advanced in December, are unusual thing at an unsaleable season. As already given, the imports of American lumber into Yokohama during 1928 increased 1,250,000 *koku* over 1927. Still the stock decreased over 200,000 *koku* from 1927. This fact alone illustrates how the demand increased in 1928.

Of the imports of American lumber into Yokohama during 1928, pine took 39 per cent., cedar 27 per cent., fir 29 per cent. and cypress 4 per cent. These kinds remained almost unchanged in proportion from 1927, except that cypress was doubled. Again, in these total imports logs represent 35 per cent., large and middle squares 21 per cent., small squares 23.7 per cent. and boards 9 per cent. Logs increased in proportion over 1927, while others decreased. This shows the development of sawing in Japan.

XIX

Commodity Prices, Foreign Trade and Foreign Exchanges

COMMODITY PRICES DURING 1928 were fairly steady; the total index number was 162.5 in January and 161 in December, an average of 162. It was 1.2 lower than that in 1927, but 6 higher than the lowest figure in December, 1926. Commodity prices were supported for two years, as their keen declines in 1925 and 1926 induced re-adjustments in the commodities market; the foreign exchanges reactionally declined and foreign commodities advanced.

On thing to be noted with this is the unfavourable balance of foreign trade. For 1928 exports amounted to 1,971,000,000 yen and the imports to 2,196,000,000 yen, showing an unfavourable balance of 224,000,000 yen, which was about 20 per cent. larger than that for 1927. At the beginning of the year better results than for 1927 were expected, the year's total excess of imports over exports being estimated at about 100,000,000 yen. Practically, however, the unfavourable balance reached over 200,000,000 yen. There ware different reasons for this; but briefly, in 1928 it was small both in

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the excess of imports over exports for the first half, and in that of exports over imports in the second half; whereas in 1927 the excesses were large on both sides of trade in the two half years.

It was natural in the circumstances that the foreign exchanges should not have improved. The yen-dollar exchange falling to $45 odd after the panic in 1927, recovered to $48 in March, 1928; but it again declined in the latter part of April, and stood at $44¾ in August, the lower rate on record since the panic. The chief reason lay in the unsuccessful results of foreign trade.

To show the rise and fall in commodity prices during 1928 by groups, cereals show the most noteworthy fall. In January their total index number was 153.3, but it having changed monthly, stood at 138.5 in December, showing a fall of 14.3, or 9.6 per cent. from the beginning of the year. A decline in domestic rice took the most important part.

Next come industrial products and fuel. The former's total index number was 156.4 in January, but in December it declined to 153.8 or 11.6; and the latter began at 266.2 and ended at 258.3, a fall of 7.9. Provisions declined 3.8, standing at 185.1 at first, and at 181.2 at the end. The decline was small in proportion, but the economic depression reflected most acutely here.

Materials for cloths, building materials, metals, chemicals, fertilizers, etc. rose. But the greatest rise was only 8.8, or 7.1 per cent. in metals, not being so marked as the decline in cereals. Materials for cloths advanced from 149.2 to 155.2, an advance of only 6, but in the amount involved, this group perhaps stands foremost; for raw cotton rose. Building materials also rose remarkably. It was unusual that cloths were only ones which remained unchanged in price.

The principal reason for the fact that during 1928 the average index number of commodity prices remained almost stationary may be sought in the depreciation of cereals and the appreciation of materials for cloths and a few other groups. Doubtless this brought pressure to bear upon agricultural village economy.

For 1928 foreign trade reversed. Exports amounted to 1,971,000,000 yen, and imports to 2,196,000,000 yen, showing an adverse balance of 224,000,000 yen. Compared with 1927 exports decreased 21,000,000 yen, and imports increased 17,000,000 yen, the balance against us gaining 38,000,000 yen. For the first four months of the year results were very favourable, with the total excess of imports over exports amounting to about 170,000,000 yen,—a decrease of 84,000,000 yen from the same balance for the corresponding period of 1927. Subsequently, however, the situation

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took a reverse turn, and brought about very unsuccessful results. The main reason for the decrease in export trade was a diminution in the exports of raw silk, cotton yarns and cotton fabrics Raw silk did not decrease in quantity, but fell off largely in value, and cotton yarns and cotton fabrics lost in quatity, Of the imports, rice and raw cotton decreased, and steel materials, lumber, machinery and sundries increased. The export trade with India and South Sea countries generally decreased, perhaps owing to the inactivity of the cotton yarn and cotton fabric trade. The export trade with China recoverd not a little, despite the unsatisfactory progress of the Japanese-Chinese diplomatic question. The export trade with America decreased 7,600,000 yen as a result of a decline in the price of raw silk; and the import trade with the country also fell off 48,000,000 yen as an outcome of a diminution in the imports of raw cotton.

The following table shows exports and imports of staple commodities during 1928 and 1927:

(In Thousands of Yen)

Staple Exports: Goods	Exports in 1928.	Exports in 1927.
Wheat flour	24,717	14,258
Refined sugar	38,415	28,918
Tinned and bottled food	23,038	19,508
Coal	24,513	25,508
Raw silk	732,696	741,227
Cotton yarns	25,892	38,793
Silk fabrics	134,058	139,614
Cotton „	352,217	383,600
Hosiery goods	[illegible]	[illegible]
Paper, etc.	[illegible]	[illegible]
Earthen and porcelain wares	[illegible]	[illegible]
Other goods	[illegible]	[illegible]
Staple Imports:		
Rice and unhulled rice	33,672	[illegible]
Wheat	67,785	[illegible]
Pean and beans	67,830	[illegible]
Raw cotton	519,938	[illegible]
Sugar	94,956	[illegible]
Oil materials	21,821	18,853
Crude india rubber	27,983	34,400
Sulphate of ammonia	36,304	32,751
Wool	36,976	35,487
Lumber	110,884	103,804
Steel materials	149,669	135,140
Kerosene oil	30,686	24,238
Woollen fabrics	31,113	34,660
Machinery	92,206	78,612
Other goods	874,490	795,064

As to countries, exports and imports during 1928 and 1927 were as follows:

(In Thousands of Yen)

Exports; Country.	1928.	1927.	Change.
China	373,141	334,183	38,955 inc.
British-India	146,006	167,580	21,574 dec.
South Sea Islands and Other Countries	315,786	353,770	37,984 „
England	58,904	64,029	6,025 „
France	63,408	54,045	9,363 inc.
Germany	12,581	10,612	1,969 „
Italy	6,190	3,865	2,325 „
America	826,141	833,804	7,663 dec.
Canada	27,047	27,401	354 „
Australia	43,002	50,565	7,566 „
Imports:			
Country.	1928.	1927.	Change.
China	234,547	226,034	8,513 inc.
British-India	285,370	270,592	14,878 „
South Sea Islands and Other Countries	385,126	376,284	8,842 „
England	164,840	153,271	11,569 „
France	24,006	27,309	3,303 dec.
Germany	133,533	131,390	2,143 inc.
Italy	9,334	6,327	3,007 „
America	625,503	673,685	48,182 dec.
Canada	66,498	55,669	10,828 inc.
Australia	130,494	122,840	7,653 „

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"Sterling Silver" and Other Coins [illegible]

ticles "Indian Rupee" and [illegible] pertaining to the Philippines, Canada and Prince Edward Island [illegible] ...ended by ...ondia.

	Exports				Imports				Balance			
Month	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Jan.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Feb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Apr.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Aug.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sept.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Decrease ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Increase ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* Denotes excess of exports over imports.

Soon after the passage of 1922 to Japan exchanges declined on the drop in the yen held in speculation. At the wards, the trend may reverse, and in March, 1923 the rate on Yokohama became 51¾, owing relatively to the improved conditions of Japan trade and the expected conclusion of the Tokyo Electric Light Company's foreign loan contract. Towards the end of March, the rate again fell off, and stood at 51⅛ in Australia which broke the low water mark since the passage of 1922 to Japan there were different reasons to account for it, yet the chief reasons were the

insufficiency of foreign trade, want of the exchange funds resulting from the high rate of interest and the competition with Japan's depreciated exchange.

One thing to be noted in connection with the decline in the foreign exchanges is that the exchange rates under the current usually frequent changes, the Yokohama Specie Bank's rates being altered 36 times. This unusual frequency of changes brought to the forefront the question of defining the correct par gold, and this question received much attention in the foreign exchanges.

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"South Sea Islands and Other Countries" include the Straits Settlements, the Philippines, Cuba, the Dutch-Indies and French Indo-China.

The following table exhibits the exports and imports of Japan during the past three years, mentioned by months:

	Exports			Imports			Balance		
Month	1928	1927	1926	1928	1927	1926	1928	1927	1926
Jan.	144,395	141,277	166,186	191,996	193,631	208,032	47,601	52,353	41,846
Feb.	160,770	135,244	160,747	200,996	184,068	245,452	40,225	48,824	84,705
Mar.	169,238	153,754	187,747	223,613	232,592	287,274	54,324	78,838	99,526
Apr.	159,787	161,182	161,316	188,053	235,417	239,443	28,265	74,234	78,126
May	164,911	177,356	161,540	201,965	211,193	223,877	37,053	33,836	62,337
June	144,150	180,248	156,355	172,804	189,403	195,122	28,654	9,154	38,766
July	161,069	171,435	161,830	163,203	165,580	185,735	2,134	△ 5,854	23,904
Aug.	189,208	191,945	177,600	156,021	145,916	160,764	△33,186	△49,029	△16,835
Sept.	171,339	176,789	174,151	158,667	144,502	164,960	△12,721	△32,228	△ 9,191
Oct.	179,699	171,392	192,182	170,741	135,120	143,976	△ 8,958	△36,271	△48,206
Nov.	153,414	158,103	177,833	165,367	147,321	158,691	11,953	△10,781	△19,142
Dec.	173,870	170,587	167,235	202,882	194,405	164,152	29,012	23,818	△ 3,083
Total	1,971,955	1,992,317	2,044,727	2,196,314	2,179,153	2,377,484	224,359	186,839	332,756
1st half	943,304	949,064	993,893	1,179,430	1,246,306	1,399,203	236,125	297,242	405,310
2nd half	1,028,651	1,043,252	1,050,834	1,016,884	932,847	978,280	△11,766	△110,405	△72,553

△ denotes excess of exports over imports.

Soon after the panic of 1927 foreign exchanges declined on the disposal of the yen held in speculation. Afterwards, the tendency recovered, and in March, 1928 the rate on America became $48, owing principally to the improved condition of foreign trade and the expected conclusion of the Tokyo Electric Light Company's foreign loan contract. Towards the end of April, the rate again fell off, and stood at $44¾ in August, which broke the low water mark since the panic. Although there were different things to account for it, yet the chief reasons were the inactivity of foreign trade, want of the exchange funds resulting from the high rate of interest abroad, and the complicated diplomatic question with China.

One thing to note in connection with the decline in the foreign exchanges is that the exchange rates underwent unusually frequent changes, the Yokohama Specie Bank's rates being altered 95 times. This unusual frequency of changes brought to the fore the question of lifting the export ban on gold, and this question caused further frequent alterations in the foreign exchanges.

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B

FINANCE SECTION

I

Banking

JAPAN'S BANKING BUSINESS for the year 1928 was rather unsatisfactory in some ways. Ever since the financial panic of 1927 the profts of all banking institutions had greatly decreased, though they were able to stabalize their position. Particularly among the big Tokyo banks the profits for the year were unprecedentedly small, and this was true of the Osaka banks too. The principal cause of this was the extraordinary slackness of money, which reduced rates of interest on loans without any change of rates on deposits. Low interest led to much bond conversion, though some banks got increased commissions for handling the bonds. Other banks disposed of their bond holdings, with considerable profit, and further profit on the conversions. But this failed to compensate for the general losses on business profits.

The second half of the year was even worse than the first; and the situation became more acute though a kind of panic in the bond and share market, so that the banks could not find a chance to dispose of securities at a profit. Nor did the money rate at all improve. While the call rate declined, the deposit rate remained the same, while deposits vastly increased. At the end of 1927 the clearing banks had deposits of 4,963,000,000 yen, which increased to 5,250,000,000 yen by the middle of the year, and the rate of increase continued to the close of the year, chiefly in fixed deposits, which represented about 92 per of the total. This increase in fixed deposits would have been a favourable sign had money been normal, but under the circumstances it added unbearably to the burden of the banks, until the rate of such deposits had to be reduced. Loans increased to some extent but deposits exceeded loans by 915,000,000 yen in the first half of the year, and by 1,008,000,000 yen in the second half, and money became a glut in the market. The banks lost heavily in their idle money. In February, 1928, the banks had to reduce their rates on fixed deposits from 5 per cent to 4½ for class A banks, and 5 per cent for class B.

II

Insurance

INSURANCE BUSINESS during 1928 was undergoing a process of readjustment after the misfortunes it had to pass through owing to the earthquake disaster of 1923, and still further mis-

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fect the market ... Some companies ... dation ... and ... was called in ... and ... charter of the ... the Yasuda Life ... its transfers in March ... circles ... their ... Life Insurance Company, but there was ... proceeds. The ... Life Insurance Companies decided to a real amount at the ...

The Accident Insurance companies also had problems to solve, one of which was to find a way for ... kinds of insurance. The Fire insurance ... to have the ... during the year, ... them having ... insurance companies ... from the earthquake, and so ... in recovery ... was a good deal of business done; five leading companies placed policies to the amount of ... The public is now disposed more to ... policies with the big companies than with the smaller ones. How much business the smaller companies have done is not yet known; but ... that done ... as ... per cent ...

fortunes in the financial panic of 1927. Some companies had undergone liquidation; others had made transfers or amalgamated. The official permission of the Kyodo Life Insurance Company was cancelled in June, and the charter of the Kyokujitsu Life in August, while the Yachiyo Life settled its transfers in March, much to the relief of insurance circles. In October the losses of the Fujita Gumi caused the sale of the Fuji Life Insurance Company, but there was trouble over some illegal proceedings. The Nikka and the Banzai Life Insurance Companies decided to amalgamate at the end of 1928.

The Accident Insurance companies also had problems to solve, one of which was to find a way for developing miscellaneous kinds of insurance. The Fire Insurance companies appear to have had the most satisfactory business during the year, the demands upon them having been small. The accident insurance companies suffered most from the earthquake, and so were slower in recovery. In life insurance there was a good deal of business done; the five leading companies placed policies to the amount 610,564,000 yen. The public is now disposed more to place policies with the big companies than with the smaller ones. How much business the smaller companies have done is not yet known; but if we take that done by the five leading companies as 45 per cent of the total, then the total would be about 1,356,000,000 yen for the year, the largest on record. The amount surrendered is not exactly known, but it may be placed at about 731,000,000 yen; the five leading companies' surrender values for the year amounted to 182,735,000 yen, which is estimated to be 25 per cent of the whole. How far surrender is real or apparent is a difficult question, for the funds surrendered may be placed with other companies. Taking all things into account the amount of new insurance for the year may be estimated at 625,000,000 yen, deducting surrendered policies from the total.

III

Trust Business

THE TRUST BUSINESS was just beginning to have foundations safely laid when the year began, and was entering its second stage of activity. In 1923 the trust law began to be enforced; and big Trust Companies like the Mitsui became established one after another, all experiencing remarkable expansion. At the end of 1924 the estates or funds thus entrusted amounted in value to 154,000,000 yen and this soon increased to 1,269,000,000 yen, the sudden increase rendering it very difficult for the Trust companies to employ their funds profitably. The laws pertaining to trust companies are so very strict that they interfered with the management of funds, and the

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companies have been agitating for a revision of the laws. If the trust companies develop as they are now doing it is probable that they will control three quarters of the money devoted to long loans, or a least one-third, while the banks and insurance companies have the other two-thirds.

At the end of 1928 the amount of money held in trust by the companies amounted to 1,268,000,000 yen, an increase of 38 per cent over the previous year, though the tendency toward the end of the year was for the amount slightly to decrease. Of the funds entrusted in this way, money formed about 90 per cent of the total, negotiable papers forming the rest. The profits of the Trust companies also continued to increase during the year, and dividends were lowered, and this in spite of the slackness in the money market. The average profit of the four largest Trusts was 24.9 per cent for the first half of 1928; and for the second half it was less, showing a decrease of 1.9 per cent, but a profit of 2.4 per cent above the whole of the previous year.

IV

Shipping

The contest now in process on the Pacific between the great steamship companies is a veritable economic war, so keen is the competition and so determined are the three parties to it not to be defeated. It may be regarded a triangular struggle between the shipping interests of Japan, England and the United States. The main rivalry has been between the Japanese and the American companies, but the British are fast pressing into the battle. Whether the Rising Sun, the Stars and Stripes or the Union Jack will come out of the struggle with most profit is the question. But the outcome of this war in trade and shipping will exercise an important influence on diplomacy and international relations generally.

How very keen this rivalry has become of late may be seen from a brief survey of the shipping forces engaged in it. The Americans have the advantage of the largest aggregate of tonnage. The Dollar Line runs a monthly round-the-world service of 8 ships with a total tonnage of 92,000; and a fortnightly San Francisco-Manila service of 4 ships aggregating over 56,000 tons. Then there is the Tacoma-Orient Line running 7 cargo ships monthly to North China and the Philippines, totaling over 45,000 tons. The State Steamship Comprny has a cargo service between Portland, North China and the Philippines, with 11 ships aggregating over 61,000 tons. The American Mail Line runs a monthly service between Puget Sound, Dairen and the Phippines, with 7 ships totalling over 50,000 tons; and a fortnightly service of 5 ships between Seattle and Manila equalling over 70,000 tons. The Ocean-

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to Orient Navigation Company's ships runs a monthly service between San Francisco and North China, and a three weekly service between San Francisco and Shanghai, using 10 ships totalling over 64,000 tons. The Toa Americana service runs thus 12 ships with a total tonnage of over 43,000 tons.

Next in magnitude comes the Japanese line, the greatest of which is the Nippon Yusen Kaisha, which runs a fortnightly service of 4 passenger ships between Hong Kong and Seattle, with a tonnage of over 20,000; and another service for cargo with 2 ships totaling over 14,000 tons. This Company has also a monthly service between Hong Kong and Valparaiso, both cargo and passengers, with 4 ships totaling over 35,000 tons; and then there is the famous Hong Kong-San Francisco service running 5 ships fortnightly, having a tonnage of over 60,000. The Osaka Shosen Kaisha, on its Shanghai-Seattle service, sails fortnightly, runs 5 ships with a tonnage of over 37,000; and another service to South America monthly with 5 boats aggregating over 40,000 tons. The Mitsui Bussan has a Kobe-Seattle cargo service every four months with 7 ships totaling over 38,000 tons; and the Kawasaki Kisen Kaisha has a service of 14 ships at similar intervals on the same run, the total tonnage of which over 87,000. On the same route the Mitsubishi Shoji Kaisha has a cargo service quarterly of 5 boats of over 32,000 tons in all. The Toa Japan-Java-Australia line operating on the Pacific is over 20,000 ton steamship [illegible].

Pacific is represented by the Canadian Pacific Services between Vancouver and Hong Kong and Manila, by the Canada and Pacific, with 2 ships running over 50,000 tons, running twice in five weeks. And there is the Blue Funnel Line between Japan and Seattle fortnightly with 4 ships of over 42,000 tons total. The Canadian Pacific Company has a Kobe-Vancouver monthly or fortnightly service with a 7,000 ton boat. The total for Canada is thus 1 boats with an aggregate tonnage of 170,000. The shipping forces on the Pacific may be seen at glance from the following table:

American	22 ships,	1 8,203 tons
Japanese	32 "	302,868 "
British	10 "	120,000 "

Thus of the Japanese vessels the American vessels of over 30,000 tons are by over 6,000. Moreover, some of the Japanese boats are over twenty years old and are two or three knots behind the American in speed. This is a great disadvantage to the Japanese in shipping silk which requires rapid transit both by sea and land. Of course Japanese dealers prefer to ship raw silk by their own lines if they can. If we take the month of May last as an example, and prove that of raw silk at that time were ex-

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ic-Orient Navigation Company maintains a monthly service between San Francisco and North China, and a three-weekly service between Sans Francisco and Saigon, using 10 ship totalling over 64,000 tons. These American services thus run 52 ships with a total tonnage of over 438,000.

Next in magnitude comes the Japanese lines, the greatest of which is the Nippon Yusen Kaisha, which runs a fortnightly service of 4 passenger ships between Hong Kong and Seattle, with a tonnage of over 26,000; and another service for cargo with 2 ships totalling over 14,000 tons. This Company has also a monthly service between Hong Kong and Valparaiso, both cargo and passengers, with 4 ships totaling over 35,000 tons; and then there is the famous Hong Kong-San Francisco service running 5 ships fortnightly, having a tonnage of over 64,000. The Osaka Shosen Kaisha, on its Shanghai-Seattle service, semi-monthly, runs 6 ships with a tonnage of over 52,000; and another service to South America monthly with 5 boats aggregating over 40,000 tons. The Mitsui Bussan Kaisha has a Kobe-Seattle cargo service every four months with 7 ships totaling over 38,000 tons; and the Kawasaki Kisen Kaisha has a service of 14 ships at similar intervals on the same run, the total tonnage of which over 87,000. On the same route the Mitsubishi Shoji Kaisha has a cargo service quarterly of 5 boats of over 33,000 tons in all. The total Japanese tonnage operating on the Pacific is over 392,000 representing 52 ships.

England is represented by the Canadian Pacific Services between Vancouver and Hong Kong and Manila, both cargo and passenger, with 3 ships totaling over 52,000 tons running twice in five weeks. And there is the Blue Funnel Line between Hong Kong and Seattle fortnightly with 4 ships of over 42,000 tons total. The Canadian Transport Company has a Kobe-Vancouver monthly or fortnightly service with a 5,000 ton boat. The total for Canada is thus 10 boats with an aggregate tonnage of 120,000. The shipping forces on the Pacific may be seen at glance from the following table:

American	52 ships,	438,263 tons
Japanese	52 „	392,678 „
British	10 „	120,000 „

Though the Japanese lines equal the American in the number of boats competing, the American tonnage exceeds the Japanese by over 45,000. Moreover, some of the Japanese boats are over twenty years old and are two or three knots behind the American in speed. This is a great disadvantage to the Japanese in shipping silk which requires rapid transit both by sea and land. Of course Japanese dealers prefer to ship raw silk by their own lines if they can. If we take the month of May last as an example, and movements of raw silk at that time were very in-

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active, it will be seen that the Japanese lines carried most of the shipments of of this commodity:

Ships	Yokohama Bales	Kobe Bales	Bales: Total
N. Y. K.	10,839	3,740	14,579
O. S. K.	7.999	2,849	10,848
Mitsui	3,131	792	3,923
Mitsubishi	266	—	266
Kawasaki	2,871	1,582	4,453
Dollar Line.....	2,107	4,435	3,541
Blue Funnel ...	—	696	696
C. P. S.....	2,740	843	3,583

The English and American boats have a great advantage over the Japanese also in the appeal to passengers, owing to the contrast in speed, say, between the S. S. Empress of France, 18,500 tons, with a speed of 21 knots, as against the Japanese boats of 10,000 and only 16 knots, the one crossing the Pacific in nine days and the other taking fifteen. But the N. Y. K. new ship *Asama Maru*, now entering the contest for speed, will be a close rival to any of them.

One of the most formidable hindrances to the Japanese lines in their competition with the American is the new American Shipping Law which came into operation in May, 1928, for the protection of American shipping interests. By this law the American lines receive a subsdity of over 10,495,000 yen annually for carrying mails, which seems enormous compared with the paltry 2,339,000 yen received by the N. Y. K., the average annually for the past 15 years. The amount paid to the Seattle line averages 1,390-000 annually for the last 15 years. But both amounts do not equal half of what the American lines receive.

The American shipping interests are taking steps to make the competition on the Pacific more acute than ever. The Dollar Line is projecting a scheme for 25,000 ton ships, paid for on low interest funds under the new Shipping Law, the aim being to control the passenger and cargo traffic on the Pacific. The Barber-Wilnelmson Line has chartered Noregian boats to open a line between New York and the Far East via Panama, covering the distance between Japan and New York in 33 days. The Canadian Pacific Services is putting on the Pacific route a new boat of 25,000 tons, the *Empress of Japan*, which has a speed of 21 knots and will traverse the distance in nine day.

The Japanese companies are doing their best to meet this competition by improving their services with new and large boats. The *Asama Maru* of the N. Y. K. line, already mentioned, the *Tatsuta Maru* and the *Chichibu Maru* will have a tonnage of 17,000 each and a speed of 17 knots, covering the distance to San Francisco in 14 days, instead of 15 as at present. These new boats, together with the *Tenyo Maru*, *Shinyo Maru* and the *Taiyo Maru*, will form a formidable fleet of rivals to the foreign lines. The N. Y. K. is also constructing three Diesel engine boats

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of 11,400 tons and 15 knots to serve the Seattle route; while the O. S. K. has placed orders for six new boats of 8,500 tons for the New York route; and the company is to have some new boats on its other Pacific lines too.

As the contest between the shipping companies has not reached the decisive point it is too early to prophecy. It will not be easy for the Japanese lines to overcome the disadvantage of the American shipping act. Whether the Japanese Government will afford to reconsider its present inadequate subsidy system remains to be seen. Another consideration is whether Japanese shippers should decide to use only their own lines for exports and imports. They should also see that no ground is given for further boycotts against Japan in China, so as to have the Chinese ship their goods in Japanese bottoms. At all events the increasing rivalry in Pacific shipping circles is causing the keenest interest in Japan, and the future will reveal some momentous developments in this connection.

V

Railway Business

RAILWAY BUSINESS in 1928 was unsuccessful, for which there are different reasons; increased [illegible] and competition with automobile traffic may be mentioned as principal reasons. Automobile traffic especially made marked development in the year, trackless locomotion, taking advantage of its characteristic features, pressed the railways everywhere depreving them of their monopolistic communication facility. At the same time a decline in the price of automobiles, an increase in their durability and a fall in the price of gasoline, coupled with a development of highways, further enhanced the position of automobiles in communication circles.

The railway authorities not carefully regarding these things, made political issues of the laying of state railways, and recklessly gave charters to private railways in concession to private requests. This had the result that in the case of state railways, the most important railway improvement cost had to be cut down for the sake of the safety and pleasure of traffic and the extension of transport capacity; and in the case of private railways, the matter obstructed applications for railway charters and railway management in a serious way, the healthy progress of the railway business was impeded by the establishment of defective and ill-founded railways, and competitive lines were created.

Regarding the working results of State railways for the fiscal year of 1928-1929, they are not exactly known, but during the period of seven months from April, 1928, when the fiscal year commenced, to the end of November, the same year, the total number of pa-

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sengers and the total amount of goods carried on State railways, were 605,500,000 passengers, and 44,950,000 tons, yielding receipts of 195,530,000 yen for the former and of 140,540,000 yen for the latter. As compared with the same interval in 1927, the total number of passengers increased 8.9 per cent., the total amount of goods carried 0.5 per cent., the passenger receipts 3.5 per cent. and the freight receipts 3.5 per cent. These increases in receipts show a marked falling off in percentage from those in the freight business and receipts for the fiscal year of 1927-1928 over the fiscal year of 1926-1927, although increased passenger numbers and receipts were obtained. In consequence the actual receipts in the fiscal year of 1928-1929 lost considerably from the estimated receipts. So much decrease in freight business and receipts was owing to bad weather during the summer and the activities of trackers along the state railways.

In 1928 the total working mileage of railways in Japan was 13,875, being 436 miles more than in 1927. Of this increase, 180 miles were of State railways and 256 miles of private railways. Of the latter local railways increased some 300 miles, but tramways decreased tens of miles for the reason that most of the new railways were projected under the Local Railway Law, and a few lines run previously under the Tramway Law came to be placed in the former category in 1928.

Then about the working results of private railways, they seem to have been more unsatisfactory in 1928 than in the years since 1921, when they were less satisfactory yearly. This is attributable to competition with automobile traffic, and also to the creation of competitive lines which made the natural increase in receipts very small, while the competition compelled improvements in the service, resulting in an increase in the cost of construction. The railways subsidized by the Government were worse than other railways in working results. This compelled the payment of a larger amount of subsidy in 1928 than in 1927.

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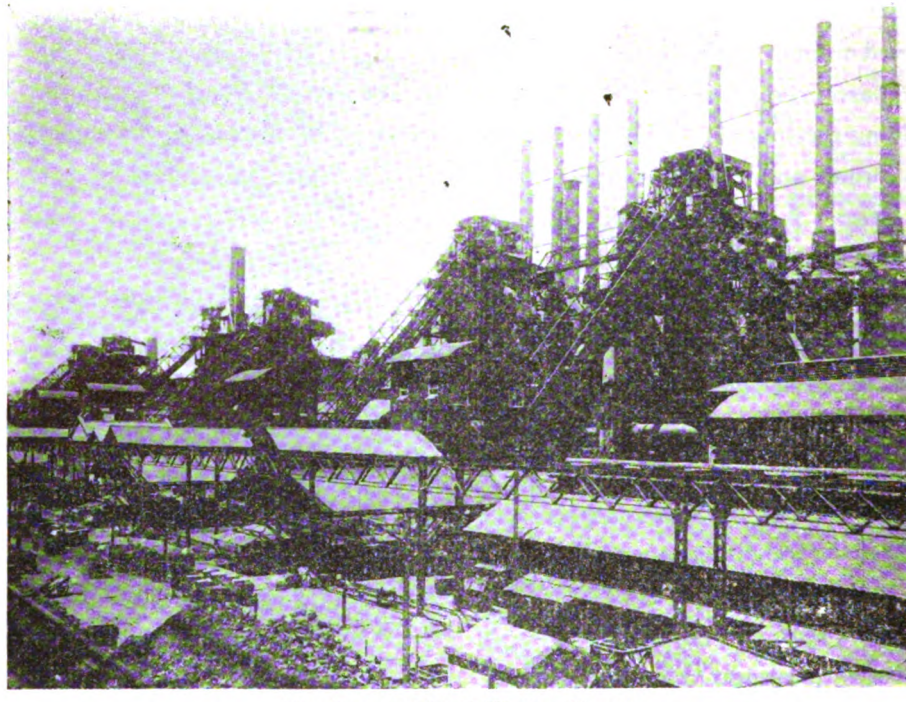

The Imperial Steel Works, Yawata

JAPAN STEEL WORKS

THE Imperial Steel Works (Seitetsu-sho) is an enterprise under the direct control of the Government. In 1901 the works held the inaugural ceremony in the presence of H.H. Prince Fushimi. Since then they have encountered and overcome many difficulties. In the meantime their output of steel materials increased steadily from 90,000 metric tons for the first year of business to 900,000 metric tons for the fiscal year 1928-1929, covering a period of thirty years, during which time the works went through first, second and third periods of extension and laid out about 130,000,000 yen in foundation and enlargement expenditure. In 1921 they rented the Tobata Works of the Oriental Steel Manufacturing Company, Ltd., and have manufactured since then about 180,000 metric tons of pig iron a year, using it as part of the material for steel. In addition the works rented in 1928 the Nishi-Yawata Works of the Kyushu Steel Manufacturing Company, Ltd., and are producing there 90,000 metric tons of ingot steel and 70,000 metric tons of steel materials. The total output for the fiscal year 1929-1930 is estimated at 1,000,000 metric tons of steel materials and more than 6,000,000 yen of by-products.

In regard to the past condition of

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supply and demand of steel materials in Japan, the total demand was only about 500,000 metrie tons in 1907, when trade was very active after the Japan-Russia War. Even this amount had to be covered by imports to the extent of about 400,000 metric tons, or some 80 per cent., domestic products amounting only to about 100,000 metric tons. In 1928, the total demand reached as much as 2,200,000 metric tons; besides which, about 200,000 metric tons were exported, while the total imports decreased to about 800,000 metric tons, or 33 per cent. of the total demand, the remaining 1,600,000 metric tons forming the products at the Government and other iron and steel works. Of this latter amount, the Seitetsusho turned out 900,000 metric tons, including semi-manufactured goods. In 1929 their output has increased to 1,000,000 metric tons.

Regarding quality and price, the products of the Seitetsusho have been enhanced more and more in quality with the progress and improvement of methods; and at the same time the cost of production has been reduced more and more by the enlarged scale of production. To-day the products are so good in quality as to compare favourably with any foreign products and are spoken of by the consumers as usable with confidence. In price, they have coped with and rivaled foreign products to the utmost, and now hold a very important position in the Japanese market, all the products and by-products being sold entirely through the Tokyo Office of the Seitetsusho.

The Seitetsusho belongs to the Department of Commerce and Industry, and are made up of thirteen departments. They have a laboratory and branch offices in Tokyo, in the Futase Colliery in Fukuoka Prefecture and in the Taiey Iron Mine, China.

The more important part of the works' equipment is as follows:

Land:		
The works' compound	547,115	*tsubo*
Reclaimed ground	398,684	„
Ground outside compound	1,594,220	„
Buildings:		
Workshops	106,449	„
Offices, official residences, and other buildings	65,136	„
Private railway:		
Total mileage	115	miles
Locomotives	128	„
Freight cars	1,668	„
Steamships:		
Four freighters	9,734	tons
Sixteen steam-launches Forty-eight Lighters	858	„
Quays:		
Total length	2,994	*ken*
Depth of water at low tide	25	*shaku*
Motive power:		
Steam engines	118,572	H. P.
Gas „	7,070	„ „
Motors	151,845	K.W.
Water:		
Seven Storage reservoirs Storage	9,636,000	C. M.
Water supply per minute:		
Fresh water	80	C. M.
Sea „	60	„ „

The more important part of the plant and production in 1928 may be mentioned as follows:

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Iron ore is with coke and limestone charged in successive layers at the top of which the products of combustion escape with the result that the iron in the ore is reduced into metal and in about 6½ hours the blast furnaces are made to supply molten metal at the bottom of the furnace. The process is continuous, in much the same way as the Bessemer process is further described and the iron is converted into steel.

Special attention was drawn to the fact that the existing use of the heat of the gases from the furnaces for the production of power, which is changed into steam in the boilers, is now practically universal. Gas engines have come into the field for the production of power, and the waste heat of the gases is utilized in the boilers at the same degree of heat.

The Secretary, Mr. Percy Griffiths, read a paper on "Modern Methods of Steel Manufacture," which was illustrated by a number of lantern slides. The author said that for rails and other cross sections of steel the Bessemer process was still largely used, but for plates, bars, and other products of the Siemens or open hearth process was the more usual. The Bessemer process was described as follows:

The charge of pig iron, which is melted in a cupola furnace, is run into a pear-shaped vessel called a converter, which is mounted on trunnions, so that it can be turned over when required. The converter is lined with a refractory material, usually ganister, which is a mixture of silica and fireclay. The charge of molten pig iron is poured into the converter, and a blast of air is forced through the metal from the bottom. The oxygen of the air unites with the impurities in the iron, and the heat produced by the combustion of these impurities keeps the metal in a molten condition. The process is complete in about fifteen minutes, and is then stopped by turning the converter over and pouring the metal into a ladle. The blast of air is then shut off, and the converter is returned to its original position. Spiegeleisen, containing a definite proportion of manganese, carbon, and silicon, is added to the metal in the ladle, and the whole is then poured into moulds, forming ingots.

The Siemens or open hearth process, by which the greater proportion of steel is now made, was described as follows:

Pig iron, scrap steel, and iron ore are charged on the hearth of a furnace, which is lined with refractory bricks, and is heated by means of producer gas, which is burned in a separate chamber, and is led over the hearth of the furnace. The products of combustion pass away by a flue to the chimney, and the heat is thus stored in the brickwork of the regenerators. The direction of the flame is then reversed, and the products of combustion pass away by the same flue, and the heat is stored in the brickwork of the other regenerators. The direction of the flame is reversed every half hour, and the gases are thus alternately heated by passing through the regenerators. The charge is melted in about eight hours, and is then tapped into a ladle, from which it is poured into moulds, forming ingots.

The following tables were appended to the paper:

Iron ore, with coke and limestone, are charged in successive layers at the top of which the products of combustion escape with the result that the iron in the ore is reduced into metal and in about 6½ hours the blast furnaces are made to supply molten metal at the bottom of the furnace. The process is continuous, in much the same way as the Bessemer process, in which the iron is further reduced and the iron is converted into steel.

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Main Works:			
Pig iron manufacturing:			
6 smelting furnaces ...	650,600	metric tons	
Steel manufacturing:			
43 flat, talbot, electric and crucible furnaces..	1,086,800	„	„
Steel finishing:			
33 rollers of different kinds	905,300	„	„
Coke manufacturing:			
470 coke furnaces	797,700	„	„
Tobata Works:			
Pig iron manufacturing:			
2 smelting furnaces ...	186,300	„	„
Coke manufacturing:			
175 furnaces	140,900	„	„
Nishi-Yawata Works:			
Steel manufacturing:			
3 flat furnaces.....	90,000	„	„
Steel finishing:			
4 rollers of different kinds	70,000	„	„

Iron ores with coke and lime stone are charged in smelting furnaces, after which blasts of hot air are blown into them, with the result that the iron in the ore is dissolved into molten metal in about fifteen hours, and the impurities are made into slag and deposited at the bottom of the furnace. The molten iron is at once taken over the railway to another furnace, in which it is further refined and then it is sent to the steel mill.

Steel is made there on a large scale in flat furnaces. The basic flat furnace making use of the heat of oxidation melts the iron (or cooled iron), which is charged into it with scrap iron, iron ore and lime stone. Gas being blown into it then, this iron is melted and tempered for about eight hours, and made into steel, which is poured into the moulds in which steel ingots are made. After the metal is rolled into steel ingots it is cut into proper-sized steel pieces, which are finished into different kinds required in rollers at the same degree of heat.

The Seitetsusho yearly consumes in chief materials approximately as follows:

Kinds	Amount. Metric Tons
Iron ore	1,400,000
Coal	2,500,000
Manganese ore . . .	70,000
Lime stone	550,000

During 1928 the following steel materials were turned out by the Seitetsusho:

Common Steel:

	Metric Tons
Rails and accessories .	211,500
Bar steel.	344,400
Wire rods	64,700
Steel plates and sheets .	186,500
Tin-plates	16,400
Tyres	7,100
Wrought steel. . . .	2,100
Steel pieces and sheet-bars (for marketing) .	68,400
Total	901,100

Specific Steel Materials:

Silicon steel plates . .	3,400
Other steel	800
Total	4,200
Grand total	905,300

Some account may here be given of the most important products of the Seitetsusho as mentioned above:

Rails and Accessories.—The yearly demand for rails and their accessories

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in Japan amounts to 260,000 metric tons, of which the larger portion, about 210,000 metric tons, are produced by the Seitetsusho, and imports having decreased yearly, now amount to less than 50,000 metric tons. Private steel works produce only about 4,000 metric tons of light rails a year. Rails made by the Seitetsusho have won a very good reputation in the Imperial Government Railways and among other users, so that the works are unable to meet orders pouring in and are said to have under project an increase of output.

Large Sized Steel Materials.—Large sized steel materials made by the works are used in house, bridge and ship building, the yearly demand for them amounting to about 200,000 metric tons. No private steel works have equipment for these products, the Seitetsusho being the only manufacturers; and there are almost no imports of these materials, except such special shapes as sheet-piles.

Medium and Small Sized Steel Materials.—The demand in Japan is mostly for medium and small sized steel materials, and amounts yearly to about 650,000 metric tons, of which the Seitetsusho manufactures about 200,000 metric tons. As there is a considerable amount produced by private steel works in addition, imports have been yearly on the decrease, and during 1928 they were only less than 140,000 metric tons, including large, medium and small sized steel materials.

Steel Plates and Sheets.—Steel plates and sheets are used chiefly in ship, railway car, house and bridge building as well as for other purposes, and their thickness ranges from that 7 M/M to 100 M/M. Demand has increased yearly and amounted to 690,000 metric tons a year on an average for 1927 and 1928. Of this amount, the Seitetsusho produced 200,000 metric tons and other works 200,000 metric tons, the remaining 300,000 tons being imported. Steel sheets are most largely required of all these products, and next come tin-plates.

All the tin-plate required in this country was imported until recently. At present the demand amounts to about 80,000 metric tons. The Seitetsusho commenced making tin-plate in 1922, and at present they operate an equipment for 20,000 metric tons. Tin-plates are manufactured by tinning sheets made of steel, low carbon and mild, and then polished. Their making requires special art and great labour. The Seitetsusho with indomitable effort has succeeded in turning out good quality, and at last in bringing down the price of imported tin-plate, a merit which cannot be overlooked.

Silicon Steel Sheets.—Silicon steel sheets are of recent invention and have been made for about ten year in Europe and America. They are indispensable

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in the making of generators, motors, transformers, etc. They are the thinnest steel sheets made to contain a particularly large amount of silicon. The demand for this steel in this country is about 13,000 metric tons. Until lately, it was only imported. But the Seitetsusho, having erected a mill with a yearly capacity of about 8,000 metric tons, started making it in 1924. Its production, like that of tin-plate, needs a great deal of skill and labour, but the Seitetsusho after great effort succeeded, and orders have been received from leading electric machine manufacturers in Japan, and a turbo-generator, 20,000 KW. made by the Mitsubishi Works and operated in one of their power stations has electrical steel sheets made wholly by the steel works.

The chief by-products of the Seitetsusho are as follows:

By-Products of Coke:

Sulphate of ammonia, pitch, pitch coke, creosote oil, naphthalene, carbolic acid, cresol, benzol, toluene and solvent naphtha.

By-Products of Slag:

High Furnace cement, Slag brick, slag wool, slag ballast and tar ballast. The making of these by-products is indispensable in iron and steel manufacturing, and some of them, especially those connected greatly with the chemical industry, have an important bearing on national industry.

Coke By-Products.—The Seitetsusho has been exerting itself much to get by-products of cokes, which are now made to the yearly amount of about 900,000 metric tons. A German chemist, who is famous in connection with poisonous gas and ammonia synthesis, having inspected recently the Seitetsusho, was astonished at the completeness of their equipment for these by-products. Coal-tar is got from coke-furnace gas, and then is distilled and refined into various useful forms.

The ammonia in the gas is combined with sulphuric acid, and sulphate of ammonia is obtained. Benzol is taken from the gas by a special contrivance. It is then subjected to a refining process, and different benzols are made. After the gas is extracted from these by-products it is used as fuel for the various furnaces, and is sometimes applied, mixed with smelting-furnace gas, to heating. A part of the coke-furnace gas, after being purified, is consumed in the Seitetsusho or is sold to gas companies. The works propose to use the hydrogen in this gas as material for synthetic ammonia.

Coal-tar products:

1. Pitch.—Pitch being a coal-tar distillate, is sold largely to the Imperial Navy and to foreign countries for use in briquet-making and road building. The quality is so fine that it is a standard in the Imperial Navy. The use of pitch in road building is very common in foreign countries. In Japan it has

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come into notice in every direction, and is thought to have good prospects.

2. Creosote oil.—This oil is important as an anti-corrosive for electric poles, railway sleepers, etc. in Japan, which is rainy and has much harm done by white ants. One-third of the product is exported to America.

3. Naphthalene.—This product is sold as material for insecticides and disinfectants.

4. Carbolic acid.—This product is supplied as material for explosives, medicines and bakelite.

5. Cresol.—This is sold as material for bakelite, lysol, artificial resin, etc.

6. Pitch-coke.—This is sold for use as a charcoal substitute, for electric pole making and to produce carbonic acid gas for cooling-drinks.

7. Sulphate of ammonia.—This product is used chiefly as fertilizer. Its increased production is desirable, as about 70 per cent, of the Japanese demand for about 450,000 metric tons is imported. The works guarantee at least 20.6 per cent of nitrogen, which is more than 20 per cent of the common product, like the English product, being very advantageous for buyers.

Benzols:

1. Pure benzol is used as material for medicines, explosives, aromatics, etc.

2. Motor-benzol forms the larger portion of benzols. It has given satisfactory results as fuel in place of gasoline, and motor-cars using it can save fuel by about 20 per cent, as compared with gasoline for the same distance. It is more powerful than gasoline on hills. Motor-cars in Kochi Prefecture are said to be unable to ascend hills, if they are not fed with this benzol. All Naval and Army aeroplanes are said to use this benzol mixed with gasoline so as to increase the power and make up for the defect of gasoline.

3, Pure toluene is supplied to the Army and dye stuff manufacturers as material for explosives and dye stuffs.

4. Solvent naphtha possesses unique power as a solvent of rubber, varnish, paint, etc. The works use it in the place of turpentine oil, making ferrous turpentine, and supplying it to the general public, to prevent the importation of turpentine oil.

Slag by-products:

1. High Furnace Cement.—The works took up the study of cement-making about 1912, and after laborious efforts, succeeded in turning out a quality equal to Portland cement. A Japanese standard grading of it has been established, and is recognized in the Street Building Law. It is most suitable for use in building works in sea-water, as its characteristic features are combination of calcined mass containing much calcarious substance, and slag which is a little calcarious, free from any harmful isolation of lime, and it possesses much cohesion, which

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makes it very convenient in fan-cores
crate work and in regular
It is light and has a fine color, re-
bling white cypress, which is
ave also a moderate value
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comes in
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small cost of fuel and
low cost of production.

Slash Pine.—Pinus
is extensively used in
turpentine
Pine
but
ps. The coal is
as it is small in comparison to
its building
warm in winter.
have been
lumbering
above
building houses
is laid carefully.
furnaces are low
and its intensity is
red heat.
trying
result of

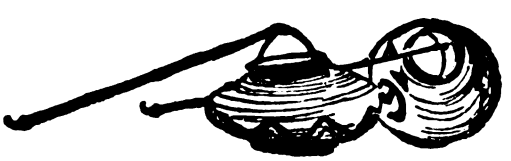
makes it very convenient in ferro-concrete work, and in repairing concrete. It is light and bright in colour, resembling white cement, which makes it agreeable in appearance when applied to buildings, while it equals Portland cement in intensity, and better than the latter in elasticity; it is small in electric inductivity, and it involves small cost of fuel and materials, and low cost of production.

2. Slag bricks.—The works' product is extensively used in Western Japan, where there are many white brick buildings. The colour is attractive and as it is small in conductivity of heat, its buildings are cool in summer and warm in winter. For this reason, it has been most in demand by beer brewers and ice-makers. Small in the absorption of water, it is very good for building houses in rainy Japan, when it is laid carefully. Other characteristic features are its low electric conductivity, and its intensity is a little greater than red brick. As it is not made by burning, even complex forms have shown no result of strain or in measurements. These characteristics have created a big demond for it, and the works are not yet in a position to fill all orders.

3. Slag ballast and tar ballast has been much used in Europe and America for some years, but it is quite recently that it made its first appearance in the Japanese market. In foreign countries it is used advantageously in road building. In early days the difficulty was to find a place to dump it, but to-day the reverse is the case. The Seitetsusho does not possess facilities for making it on a large scale as yet, and is pressed by orders. Tarred like asphalt it has had tentative uses in Yawata, Tobata, Wakamatsu, Moji, Shimonoseki, Fukuoka and Saga, with favourable results.

It has been used also on railways and in concrete work, with fairly satisfactory results. On the Kyushu railway line it is most extensively used, and obviously has a hopeful future.

4. Slag wool.—The works' product has been used successfully as a substitute for asbestos in ice-rooms, powder-magazines, etc. for retaining cold and warmth and for arresting sound. It is also used for coating steam pipes.



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Konishi Kotakudo Honten, Ltd.

With its head office located at No. 1 Nakabashi Idzumi-cho, Kyobashi, Tokyo, and branches in Nagoya, Shanghai and New York, as well as agencies in London, Turin, Buenos Aires, Bombay, Calcutta, Sydney, Hongkong, Singapore, Seoul and others, Konishi Kotakudo Honten, Limited, capitalized at Yen 500,000 fully paid up, is engaged in the manufacture of watch-glass on a gigantic scale. The annual turnover of its three factories in Osaka reaches 500,000 grosses of watch-glass, 30,000 dozen lenses, 600 optical instruments and others, valued at some 1,300,000 yen. Besides manufacturing the above-mentioned goods, the firm is exporting them in large quantities.

At the outset it was a private undertaking of Mr. Koji Konishi, the present President, who commenced the industry in 1895, establishing the head office in Tokyo and erecting a factory in the suburbs of Osaka. The manufactures, which are branded KK, were at first only supplied to watch-makers at home, until towards 1907 they succeeded in displacing imports from abroad. Simultaneously the firm set about exporting its goods to China, Siberia and the South Seas. The outbreak of the Great War, which devastated Alsace Lorraine Districts noted for the production of watch-glass, happened to give the Konishi fim a chance to extend the market for its manufactures in Europe and America.

In order to meet rapidly increasing demands from the United States and Europe the main factory was greatly enlarged in April, 1915, and in the following year Nos. 2 and 3 factories were newly erected, also in Osaka. Prior to this, in 1912, one of the staff members was despatched to Russia, where he succeeded in obtaining a big order. Mr. Konishi's two trips to America resulted in the establishment of a branch office first in Seattle and then in New York. The factories are equipped with the most up-to-date machinery, making use of nine electric motors and employiug 76 operatives and 750 workmen, who are working under the foremanship of Mr. R. Shibata.

With such extension of the business it became indispensable to reorganize the firm in January, 1924, and it was transformed into a joint-stock corporation, with Mr. Koji Konishi, founder and proprietor of the old establishment, newly nominated as President. Although the great 1923 earthquake inflicted damage to some extent on the firm, it was able to avoid serious loss, because the factories are situated in Osaka. Some twenty watch-glass making, watch-glass polishing and optical apparatuses manufactured by Konishi Kotakudo Honten are patented or registered as utility models, while its manufactures have been not infrequently awarded prizes at exhibitions at home as well as abroad: for instance, the Alaska Yukon Pacific Exhibition, 1909; the Brazilian Centenary Exposition in Rio de Janeiro, 1922; the Third All-Japan Ceramic Industry Competitive Exposition, 1925, etc.

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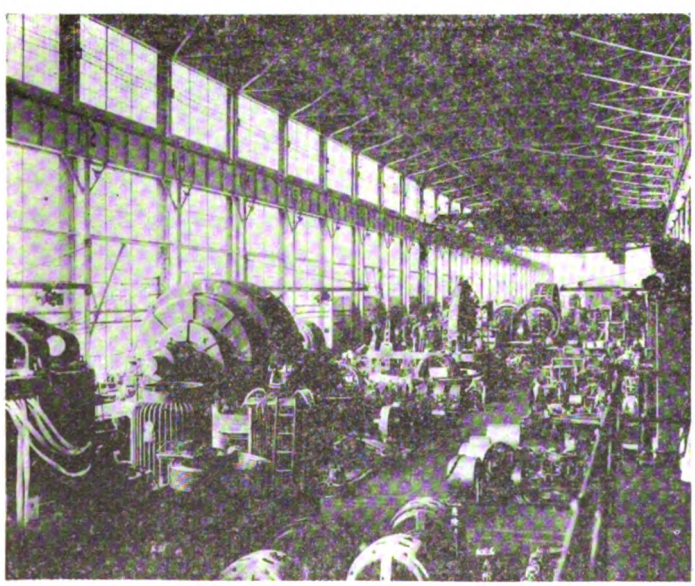
Shibaura Engineering Works

Shibaura Engineering Works, Ltd.

THE SHIBAURA ENGINEERING WORKS, LTD. represent the biggest electric machine makers in Japan, producing chiefly A. C. motors and generators, D. C. motors and generators, induction voltage regulators, rotary converters, control gears, electric winches, electric locomotives, transformers, switches, electric fans, electric heaters, etc. They were founded in 1875 by the late Mr. H. Tanaka, and were taken over by the Mitsui House in 1893. In 1904 they were incorporated with a capital of 1,000,000 yen. In 1909 they concluded an agreement with the General Electric Co. of America for the mutual employment of patent rights, technical experience, etc. In 1911 their business policy was changed, by which they came to be exclusively engaged in the making of electric machines and apparatus. In 1920 capital was increased to the present amount of 20,000,000 yen. In 1925, their Tsurumi Works were completed in part and started operations. These Works are on a very large scale, and completely equipped, placing them in rank among the leading electric engineering works in Europe and America; and they are the greatest in the Orient both in name and fact. The head office is at 1, Shinhama-cho, Kanasugi, Shiba-ku, Tokyo. The President is Mr. K. Iwahara, and the Manging Director Dr. B. Notomi.



Shibaura Dynamo Room

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Dai-Nippon Pharmaceutical Co., Ltd.

Ephedrin "Nagai"

Ephedrin is an effective ingredient of Ma Huang, a Chinese drug, discovered in 1885 by Dr. M. Nagai, Professor in the Tokyo Imperial University and a great authority on pharmacy and chemistry, who studied chemistry for many years under Dr. A. W. Hoffmann in Germany early in the Meiji era.

Dr. Nagai made his researches in the laboratory of the Dai Nippon Pharmaceutical Company, Ltd., which was established soon after his return from Germany, the first company of the kind in Japan. Ma Huang has grown wild in China 5,000 years; and had long been valued by Japanese and Chinese medical men as a cough remedy.

Dr. Nagai, after many years' study discovered Ephedrin in this Chinese drug, explaining its chemical property, and succeeding in completely synthesizing it. His name as well as the name Ephedrin are now of world-wide fame.

Soon Drs. Takahashi and Miura reported on their experiments as to the medicinal action of Ephedrin on the dilation of the pupil. Later, from results of study by Drs. Amatsu and Kubota in Japan, and Drs. Chen, Schmidt and Nagel in Europe and America, it became generally known that it had quite a special action on human and animal bodies. This excited the interest of clinicians here and abroad, who made extensive use of it in the treatment of asthma and debility of the respiratory organs. In Japan Dr. K. Yanagawa, Director of the Kojimachi Hospital, first applied it to bronchial asthma, and found it excellent; and in internal use to be equally effective by injection. This announcement was good news for the asthmatic.

Ephedrin "Nagai," sold by the Dai Nippon Pharmaceutical Company, Ltd. is manufactured in the most scientific way under careful supervision by methods personally taught and directed by Dr. Nagai. Bearing the name of Dr. Nagai, it is the only genuine preparation of the kind in existence, quite unlike those made by other pharmacists. Its effect was tested carefuly by Dr. Yanagawa. It is efficacious in internal use, durable in effect and quite safe to use. Another characteristic feature is that it possesses something which surpasses Adrenalin and other asthma cures. Recent bedside and clinical demonstrations have testified to it as indispensable in all departments of the medical world, besides being a remedy for asthma.

This excellent medicine has now been on the market for about forty years. In the meantime its chemical and medical values have been exhaustively studied by medical men here and abroad. Recently it has come to be regarded as a wonderful cure by the public. Public recognition of it was rather late. But experience of its use for the past five thousand years is the most valuable proof of its marvelous virtue.

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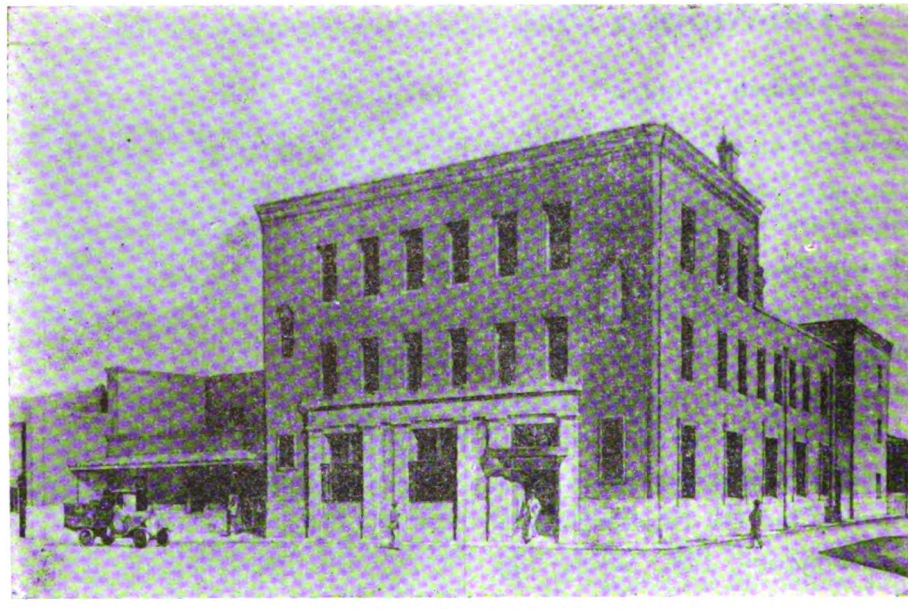

C. Takeda & Co. Medical Supplies

Takeda & Company

CH. TAKEDA & CO., LTD. (Kabushiki Kaisha Takeda Chobei Shoten.) is one of the foremost wholesale and export drug houses in Japan. The firm has enjoyed unbroken prosperity for the past one hundred and fifty years, and still continues to have a bright future before it.

Though the found of the firm was originally interested mainly in drugs his successors did not overlook the importance of extending the business to other aelated lines, which necessitated the establishment of a manufacturing p'ant for various pharmaceutical preparations under the title, Takeda Pharmaceutical Works, where specialties are made to meet an ever increasing demand. With it go the activities of the Technical Department devoted to independent research in all the associated lines.

The factory itself is one of the few that supply preparations of quality ; it is note inferior to any other factory of a similar purpose in this country.

There is another corporation affiliated with the firm of the name of The Takeda Pure Chemicals Limited, which chiefly deals in chemicals outside medicinal and pharmaceutical fields, viz, indicators, re-agents, and all other chemicals, both imported and home-made, as required by laboratories of various branches of technology.

Still later developments of the business, bath in extension and intension, led the firm to place the Works under

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direct management for attainment of a more harmonious system of manufacturing and selling. The firm itself which, up to that time, had been a non-incorporated body, was organized in 1925 into a limited liability company with a paid up capital of Yen 5,300,000, under the registered name of Chobei Takeda & Co., Ltd.

Thus established firmly as manufacturing chemists and wholesale druggists both in name and reality, the firm is also the biggest importer of all chemicals, fine or heavy, in addition to crude materials for manufacturing purposes; and also proves the most efficient agency of world-famed medicinal and pharmaceutical preparations and industrial chemicals as well as of druggist's sundries.

That the firm has never failed to give satisfaction to their principals is endorsed by the fact that no agency contract which has ever been discontinued since the Company took up the responsibility of representation. This unfailing service which has earned the trust of the over-sea principals is well illustrated by the fact that the Company has an undisturbed net-work of effective propaganda spread all over the country, with distribution stations in cities and towns of over 2000 inhabitants; the propaganda department itself is composed of scores of well trained canvassers, themselves certified apothecaries, continually itinerating from town to town. The fact that these itinerants are not mere salesmen, but specialists in pharmacology and trained men brings them into amiable relationship with the staffs of leading hospitals and the medical profession generally.

Zenitaka-Gumi

THE ZENITAKA-GUMI is one of the largest contractors for civil engineering work of all kinds in Japan. It is a limited liability Company, with head office at Tosabori-dori, Sanchome, Nishi-ku, Osaka.

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Ashinori Rope Works

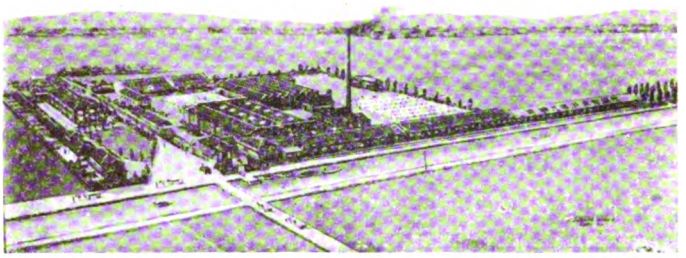
Ashinori Rope Works

The Ashinori Rope Works were the first cotton rope and spindle belt makers in Japan, having been founded in 1878, by Ashinori brothers, of whom the elder died in 1[illegible], and the younger, Mr. B. Ashinori, [illegible] since carried on the business on his own account, with his office at Mizuno Ichome, Kami-Fukushima, Kawahama-ku, Osaka, and workshops at Izuzuo-machi, Higashi-Yodogawa-ku, Osaka.

The works have made steady development and extension up to the present; their products are largely exported, besides satisfying the domestic demand. This success is due to [illegible] and unsecurity [illegible] the proprietor, Mr. Ashinori, to [illegible] put by installing a [illegible] in [illegible] machines, and Japan [illegible] machines in proved by himself, and [illegible] knowledge gained on his tours of inspection in Europe and America. In 1913 the works commenced the making of spindle tapes and were able to prevent entirely the importation of the foreign goods by their endeavours.

In 1922 Mr. B. Ashinori was awarded a gold cup by the Governor of Osaka Prefecture in recognition of meritorious services rendered to the business world; and in 1928 his merits were publicly recognized by President Hiki Prince Fushimi of the Japan Industrial Association. This year H.M. the Emperor while visiting Osaka, granted audience to some prominent business [illegible], and Mr. B. Ashinori was one of them. At that time His Majesty personally inspected products of the Ashinori works in the Osaka Prefecture Commercial Museum.

The works turn out cotton ropes, spindle bands, spindle tapes, etc., all of which are regarded as the best on the market, made of strictly [illegible] materials, and the result of long years of experience, and the application of modern science.



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The works have made steady development and extension up to the present; their products are largely exported, besides satisfying the domestic demand. This success is due to energetic and uncearing efforts of the proprietor, Mr. Ashimori, to improve output by installing and operating imported machines, and Japanese machines improved by himself, and applying the knowledge gained on his tours of inspection in Europe and America. In 1918 the works commenced the making of spindle tapes and were able to prevent entirely the importation of the foreign goods by their endeavours.

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The Obayashi-Gumi, Ltd.

THE OBAYASHI-GUMI, Ltd., the head office of which is at 75, Kyobashi Sanchome, Higashi-ku, Osaka, was founded by the late Mr. Yoshigoro Obayashi in 1892. In 1909 the business was transformed into a limited partnership, as the former system had proved inadequate to meet the development of business. The company has experienced steady prosperity. In 1916 Mr. Obayashi, senior, died of illness, and his place was taken by his heir, Mr. Y. Obayashi. In December, 1918, the business was re-converted into a joint-stock company with a capital of 2,000,000 yen, of which 1,200,000 yen was paid up. In March, 1922, the unpaid portion of the capital was called in, and in June, 1924 the capital was increased to 5,000,000 yen, of which 3,200,000 yen was paid up. In July, 1927, the paid-up capital was made 3,800,000 yen, and in March, 1928 it 4,400,000 yen. The business foundation has been strengthened yearly, and the company, with a traditional spirit of sincerity and promptitude, and with its technical superiority, promises to render more and more valuable service to the architectural world of Japan.

Since the establishment of their business, the company has contracted for works totaling more than 500,000,000 yen, of which the principal are Osaka harbour construction, the Ikoma tunnel of the Osaka Denki Kido, the Shinyetsu Denryoku's power-station building, the building of the *Osaka Mainichi* and *Jiji* offices, Tokyo Central Station, Kyoto Station, Tsutenkaku (Osaka), Sonezaki Theatre (Osaka), Ponto-cho Theatre (Kyoto), Kabuki Theatre (Tokyo), and the Shochiku Theatre (Osaka), the head office of the Industrial Bank of Japan, the Sumitomo Building, the Osaka Building, the Shin-Keihan Building and the Kayesu Building, the repairing of the Marunouchi Building, the building of the Uyeno Fine Art Museum, the Tokyo Imperial University Library, the Osaka Prefectural Office, the Fukui Prefectural Office, the Imperial Artificial Silk Company's, the Oriental Rayon Company's and the Asahi Silk Weaving Company's mills, the Osaka Denki Kido's track, the I.G.R.'s Tokyo elevated railway lines, the I.G.R.'s Gayetsu line, and the Tobu Railway, Odawara Rapid Transit Railway, Shin-Keihan Electric Railway, Nara Electric Railway, Tokyo Underground Railway and other railway lines. Above all, the company had the honour of contracting for the construction of the Fushimi-Momoyama Imperial Mausoleums and the Tama Imperial Mausoleum.

After the great earthquake in Tokyo and vicinity in September, 1923, the company took contracts for numerous

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barrack buildings, and completed these with usual promptitude in about a month. Another thing that does them credit is the erection of the Tokyo Central Station, the Industrial Bank of Japan, and the Kabuki Theatre.

In 1928 the company was given a contract by the Imperial Household Dept. for the erection of the banquet halls and other buildings used at the Imperial Enthronement, which added to the credit of the company.

All contracts are executed by the company itself, employing skilled workmen and select materials; and the company is distinguished for its scoupulous exactness as to the date of completing its contracts.

The Board of Directors consists of Mr. Y. Obayashi, President, Mr. K. Obayashi, Vice-President, Mr. K. Shirasugi and Mr. K. Uyemura, Managing Directors; Dr. R. Naoki, Director and Chief Engineer; Mr. K. Matsui and Mr. H. Suzuki, Directors; Mr. K. Obayashi, Standing Auditor; Mr. M. Matsumoto and Mr. Y. Kato, Auditors; and Dr. T. Oka, Adviser.

The branch offices are: Tokyo office 2, Marunouchi Itchome, Koji-machi-ku, Tokyo. Yokohama office 23, Ota-machi Nichome, Naka-ku, Yokohama. Kokura office 32, Kome-machi Nichome, Kokura. Kyoto office 675, Maruhonzaimoku-cho, Miike-sagaru, Sakai-cho-dori, Naka-Kyo-ku, Kyoto. Kobe office 12, Kaigandori, Kobe.

The Tobu Railway Co. Ltd.

THE TOBU RAILWAY CO. LTD. has four open and two unopen railway lines. Of the open lines, the main line runs for a distance of 70 miles from Asakusa, Tokyo, to Isezaki (Gumma Prefecture), the Tojo line for a distance of 46 miles from Ikebukuro, near Tokyo, to Yorii, Saitama Prefecture, and the Ikao line for a distance of 30 miles from Takasaki, Gumma Prefecture, to the Ikao Hot Springs, and the Nikko line for 60 miles from Sugito, Gumma Prefecture, to Nikko. This last was opened on October 1st, and is the shortest way from Tokyo to Nikko, covering the two ends in about three hours. Of the unopen lines, the Mayebashi line is for a distance of 10 miles from Isezaki, Gumma Prefecture, to Mayebashi in the Same Prefecture, and the Utsunomiya line for a distance of about 15 miles from Tochigi Station on the Nippon line to Utsunomiya in Tochigi Prefecture.

These lines run through Musashino plain; and all along the way are many natural scenic beauties, flower-viewing spots and places of note and histrical interest, such as the Plum-Gardens at Koshigaya and Shin-Tsukigase, the Cherry-blossoms at Arakawa, the Peach-gardens at Koshigaya, at Fujizuka and at Fujiyama, the Wisteria-flowers at Kasukabe, the Azalea gardens at Tatebayashi, the Iris-gardens at Horikiri, the Nishiarai Daishi Temple, the Nitta Shrine and the Donryu Temple at Ota, Karasawa Mountain, the Kita Temple at Kawagoye, the Nagatoro on the Chichibu line and Ikao Hot Springs.

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Cherry Blossoms of Yoshino

Osaka Denki Kido Kabushiki Kaisha

THE OSAKA ELECTRIC TRAMWAY (The Daiki-Densha) has its starting-point at Hon-machi Rokuchome, Higashi-ku, Osaka, the east entrance to Greater Osaka, the commercial and industrial centre of Japan. The main line runs to Nara, the ancient capital, which is famous as the centre of ancient art and religions. The Unebi line branches at Seidaiji, reaching the Kashiwabara Shrine. The Yoshino line connects with the Unebi line reaching Yoshino Mountain, which is famous for its cherry blossoms and historical associations. The Tenri line is between the Horyu Temple and Tenri; the Yagi-Sakurai line runs from Fuse on the main line to Sakurai through Yagi on the Unebi line, and the Hase line connects with the Yagi-Sakurai line, reaching the Hase Temple, which is noted for its peonies. The company also owns a cable way laid between Ikoma Station on the main line to the Great Recreation Ground on Mount Ikoma, as well as the Iga railway line between Uyeno (Iga) and Owari, the beginning of the Sangu Rapid Transit Electric Railway. All these electric railway lines of the company cover about 100 miles. Through connections are made the Nara Electric Railway line the Unebi line at Seidaiji, reaching Kyoto by way of the Momoyama Mausoleum and the Shiki-Ikoma Railway line running from Ikoma Station on this company's main line to Shiki Mountain.

The Daiki-Densha lines radiate from Nara to important parts of the province of Yamato, the cradle of Japan, and extend to four prefectures, connecting the three cities of Osaka, Nara and Kyoto. Everywhere on these lines there are many beauty spots, places of historial interest, shrines and temples

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Chart of Osaka Bay

Osaka Peak Rate Schedule

THE OSAKA ELECTRIC TRAMWAY (The Daiko Densō) has its starting point at Umeda (or Kita) in Kita-ku, Osaka, the business section of the greater Osaka, the second industrial conurbation in Japan. The railway runs to Nara, the ancient capital which is famous as the centre of ancient art and religion. The tramway line branches at Sōdaiji, a station in Kashiwabara Shimo. The Yao branch line connects with the Gan-in line reaching Yoshino Mountain, which is famous for its cherry blossom and historical associations. The remaining line between the Heguri Temple and Ikoma Station is known as the Ikoma line. The Yagi-Nara line runs from Hase on the main line to Saidaiji through Yao on the Yao branch line of the Hase line connects with the Yagi-Nara line, starting at Hase. The purpose of the tramway is to provide a quick and convenient service between Osaka and Nara, which are the two most important historical centres in the Kinki district. The tramway also serves as a convenient way

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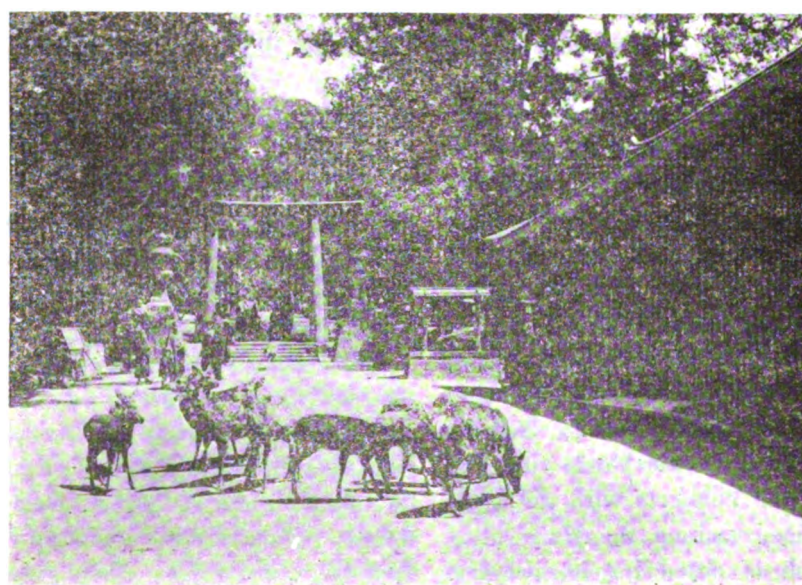
of world wide fame, which attract tourists during all the four seasons. The most famous is Nara Park. Nara was the imperial capital for seventy-five years, from 709 to 784, after the accession of the Emperor Kwammu. It is a place of ancient art and great natural beauty, famous too as the City of the tame deer. The five-storied pagoda of the Kofuku Temple, an ancient building. The graceful Mikasa Mountain with its curve of beauty symbolizes Nara. Above all, the red and white wall of the two-storied gate of the Kasuga Shrine blends with the deep green of the ancient cedar forest, making a scene of perfect beauty. The stone lanterns lining the road to the shrine, and the bronze lanterns hanging in the shrine corridor are objects of tasteful art. It is remarkable how the numerous deer in the precincts of the shrine approach worshippers, asking for food. The Daibutsu, the Seiso Temple, the Imperial Museum, the Mikazuki-do and the Nigatsu-do must should also be visited. From the season of cherry blossoms to the season of beautiful autumnal foriage the heart of Mount Kasuga presents scenes beautiful beyond description; and this is the true significance of Nara Park. The Daiki-Densha runs light motor-busses around this part of the park for the convenience of sight-seers, taking 50 minutes to go round, and the fare is 70 sen. It is 35 minutes from Osaka to Nara by an express, and the fare is 48 sen one way.

The Horyu Temple.—This Buddhist temple is 10 *cho* north from Shin-Horyuji Station on the Tenri line. It was built by Prince Shotoku in the reign of the Empress Suiko, (592-629) about 1300 years ago. There are some thirty temple buildings under the special protection of the Government, and hundreds of treasures kept in them, all very rare and valuable objects of antiquarians interest. The temple



Kasuga Shrine, Nara

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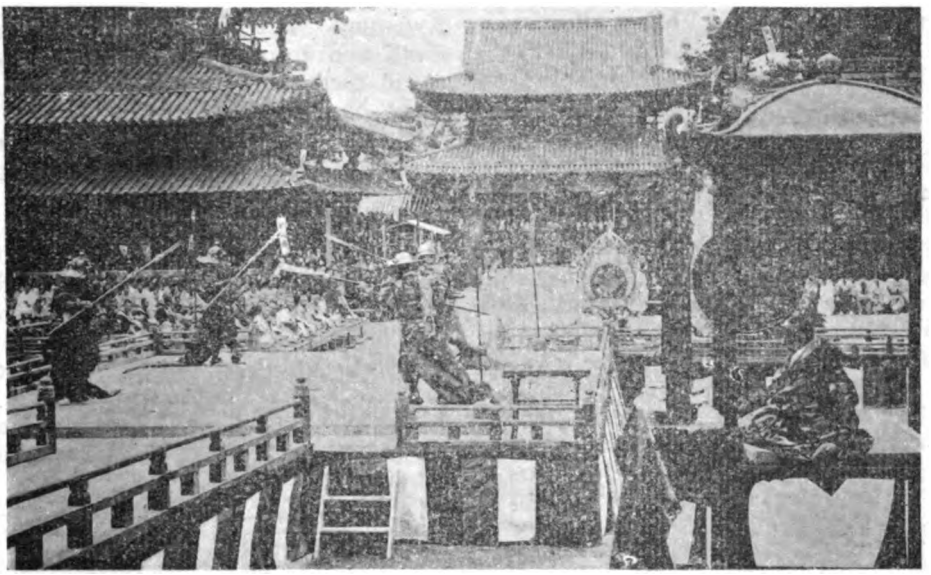

Horyuji Temple, Near Nara

is famous as a matchless example of our ancient architecture. It takes one hour from Osaka to Shin-Horyuji, the fare being 63 sen one way.

The Kashiwabara Shrine. — This shrine stands at the place, where the first Emperor, Jimmu, held his enthronement. Every year on February 11th, the Anniversary of the Accession of the Emperor Jimmu, an Imperial messenger is sent to this great shrine to attend solemn rites held in celebration of the anniversary. In the neighbourhood lie the Unebi Mausoleum of the Emperor Jimmu, and other Imperial mausolea. There are endless visitors to the place, coming to pay homage to the shrine. It takes 54 minutes from Osaka to Jingu-maye, the fare being 64 sen one way.

Yoshino Mountain.—The cherry blossom is the national flower of Japan. The very mention of cherry blossoms at once brings the image of Mount Yoshino. But it is not simply cherry blossoms that has made the mountain so famous. The Emperor Jimmu chose this route on his expedition to the east; so the place was the cradle of the samurai spirits (*Yamabushi-do*). Minamoto-no-Yoshitsune and his party stayed some time on this mountain. Above all, the tragic history of the Southern Dynasty on the mountain makes still more a memorable place. It takes about one and half hours from Osaka to Yoshino, the fare being 1.22 yen one way,

The Hase-dera and Tabu-no-mine.— The Hase-dera is famous for its tree-peony garden, as well as being one of the most important sacred places. It is 6 *cho* north from Hatsuse Station. Tabu-no-mine (called the Nikko of Western Japan) is 50 *cho* south from Sakurai Station. On the mountain summit is a Shine dedicated to the spirit of Fujiwara-no-Kamatari; it is under special care of the Government. Both places are good holiday-resorts in the cherry blossom and the autumn season. It takes one hour from Osaka

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to Hatsuse, the fare being 82 sen one way; and it takes 58 minutes from Osaka to Sakurai, the fare being 64 sen one way.

Shiki Mountain. — The Buddhist Temple on this mountain isone of the greatest temples in Western Japan, dedicated to the God of Fortune, and is always crowded with worshippers. With spacious precincts it has charming scenery in all seasons. It takes about one hour from Osaka to Shiki Mountain, the fare being 70 sen one way.

Ayame-Ike Recreation Ground.— The place was a pleasure-ground in the Nara period, and Ayame-Ike (the Iris Pond) was loved by the Emperor Kwamnu. The ground is now modernized, and regarded as the most democratic recreation ground in Japan. A great bath has been built there. It takes 25 minutes by express from Osaka to Ayame-Ike, the face being 40 sen one way.

The Board of Directors of the Osaka Denki Kido Kabushiki Kaisha Cousits of Mr. M. Kanamori, President; Mr. T. Oita, Managing Director; and the directors are Messers C. Kagita, N. Kataoka, H. Mori, T. Odo, I. Takikawa, with Messers K. Mitani, I. Hayashi and K. Goshima, as Auditors; and Mr. H. Nakaya, as Manager.

The Railway Carriage Manufacturing Co., Ltd.

THE RAILWAY CARRIAGE MANUFACTURING COMPANY (Kisha Seizo Kabushiki Kaisha) was established in 1896 by the late Viscount K. Inouye, founder of railways in Japan, in cooperation with a number of prominent personages and business men. The Company its head office at Shimaya-machi, Konohana-ku, Osaka, and a branch office at Kinshi-cho, Honjo-ku, Tokyo. As approved makers of rolling stock for the Imperial Government Railways, and the Imperial Army and Navy, the company is very prosperous.

The factory makes steam and electric locomotives, railway passenger and freight cars, electric cars, automatic train control gears, iron bridge girders, boilers and structural machines. With over thirty years' experience, it is their constant study to turn out locomotives even better than those of European and American made. They have supplied most of the locomotives needed by Japanese Railways, and now make broad-gauge locomotives for use in Korea and Manchuria. Their yearly capacity is 150 large and 60 light locomotives.

In the making of railway passenger and freight cars, the company has a reputation for artistic and skilful workmanship. The yearly capacity is 250 bogie passenger cars and 2,500 freight cars.

The Company commenced making electric cars in 1903, and capacity has been extended more and more to meet remarkably increased requirements for cars in recent years; so that in this work they are experts. Their yearly capacity is 100 electric cars.

The Board of Directors is as follows: Dr. S. Hasegawa, president: the directors are Messers. S. Imamura, H. Kuzuno, Baron K. Okura, M. Dewa, M. Shibusawa, and the auditors are Messers. K. Aoki, and T. Nakagawa, with Mr. K. Hiraoka, as Adviser.

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Blossoms at Arakawa

Oji Electric Railway

THE LINES of the Oji Electric Railway already opened consist of one 6.3 miles long from Minowa-bashi Stop on the Tokyo Municipal tramway to Oji Station on the Government Tohoku Main line; and another of 3.5 miles from Oji Station to Waseda, connecting the busy thoroughfares of Kita-Toshima-gun, Tokyo-fu, and ending at various junction points of the Government electric line or the Tokyo tramways. Almost everywhere along the lines of Oji Electric Railway are places of historical or scenic interest, many of them as unchanged and peaceful as in ancient times. An outing along the line makes a very pleasant days' trip.

Among the more interesting places to be visited are:

1. *Oji Park:* it is situated 1 cho north-west from Oji Station, and has pretty elevations, especially at the precincts of the Oji Shrine and the Inari Shrine there. Under the ancient pines and cedars of the park is an ideal spot to rest and enjoy the scenes, as the long generations of the past have done. Not far away a pretty cascade may be seen dashing down a rocky slope.

2. *Oji Shrine:* Usually known as the Oji Gongen, the shrine is dedicated to Izanagi, Izanami and Amaterasu, the two divine parents and their daughter, the Sun Goddess who is the ancestress of the Imperial House. The foundation dates back beyond the 11th century until lost in the mystic ages. The building is the oldest of all the shrines near

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Oji Electric Railway

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or in Tokyo, and it reveals all the magnificence and dignity of its age.

3. *The Oji-yen*, or garden, lies 4 cho north-west of Oji Station, and forms an ideal summer place of solitude, cool as a mountain vale. Like bridal veils between the cedars and maples, two pretty waterfalls pour down, a wonderful picture in the autumn tints.

4. *Asukayama:* this beautiful hill lies east of the station of the same name, on the site of an ancient feudal castle. The place was famous in the Tokugawa era, and one of the shoguns brought thousands of cherry trees from the famous Mount Yoshino and planted them at Asukayama, since when it has been one of the most noted places for seeing blossoms. But the scenery all about is very fine.

5. *Takinogawa:* this is a place of great historial and archeological interest, situated 4 cho west from Asukayama Station. It is one the most beautiful places for viewing autumn foliage.

6. *Arakawa Garden:* This pretty spot is 1 cho north from Yuenmaye Station; it has a spacious area of 80,000 sq. yds., facing the river Ara, with lovely views of hill and dale and delightful scenes from nature. Here also is to be seen a pretty waterfalll, dashing in good volume down the hillside. The garden is an enchanting spot to visit at any season of the year.

Iwabuchi Hydro-Electric Reservoir

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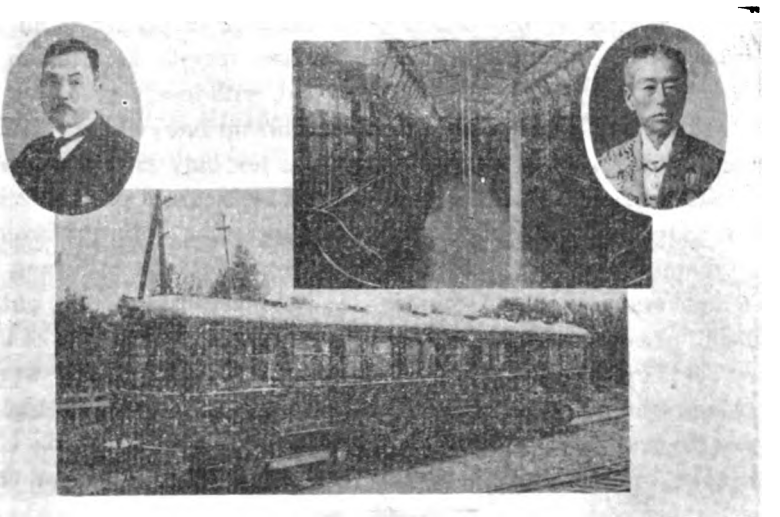

Tokyo Underground
Insets: Left, T. Hayakawa, Managing Director, and Dr. R. Nomura, President

The Tokyo Underground

THE TOKYO UNDERGROUND RAILWAY is the only subway of the kind yet in operation in Japan. It runs from Asakusa to Uyeno, the section from Uyeno to Shinagawa, under the Ginza and the Shimbashi districts, being yet under construction but well under way. Running under the main thoroughfares of Tokyo, it will serve as a most important relief to traffic in rush hours, as well as form the main artery of rapid in the capital at all times. From the main line branch will be constructed from Mita to Ikegami through Gotanda, and the total mileage of trunk and branches when completed will reach 14, and the carrying capacity will increase with the demand.

Odawara Rapid Transit Company

THE ODAWARA RAPID TRANSIT COMPANY'S RAILWAY starts from Shinjuku, the new gate of Greater Tokyo, and terminates at Odawara in the province of Sagami, a distance of 51 miles, covered in one and a half hours, thus saving considerable time as compared with the Government service which takes one hour longer.

Between Shinjuku and Odawara the line traverses the plain of Musashino, crosses the Tama river as well as the Sagami and the Sakao rivers, and thence across the plains of Sagami and up to the tableland of the province; and every here and there one comes upon delightful scenes that can be easily enjoyed from the car window.

To do the trip properly one should stop off at the various places of scenic and historical interest along the route, which can be reached from the nearest

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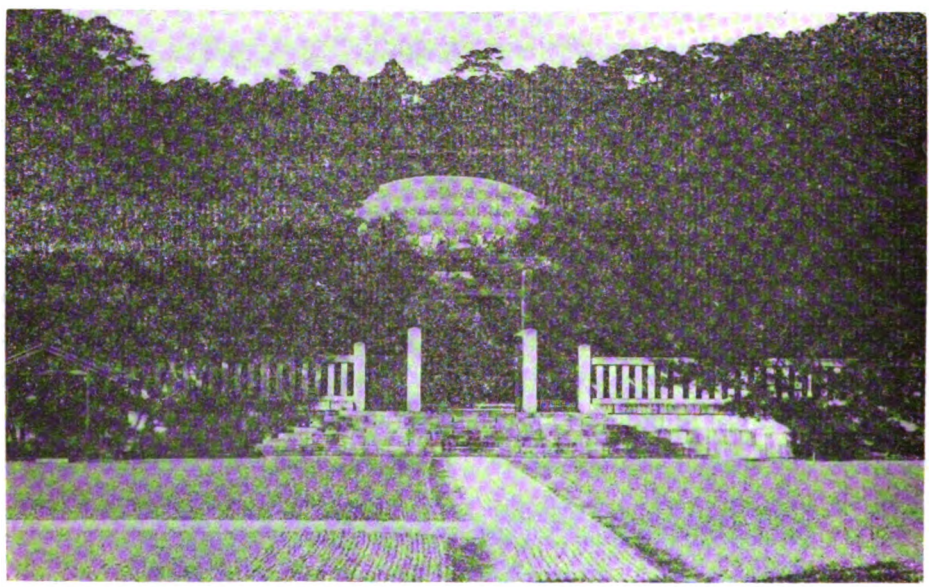
stations. First there is the beautiful Meiji Shrine which no one can afford to miss; and the River Tama is pretty and has attractive places of sojourn; the Sagami plain is worth seeing, the Zama Garden too, as well as the Sagami river, Oyama, Tsurumaki Hot springs, Ohatano, the Yasose river, the Doryo temple and, not least, Odawara, town itself, placed pleasantly on the sea.

The Meiji Shrine, erected to the memory of the great Emperor who made modern Japan, calls for special mention because of its beauty as an example of modern temple architecture in plain wood, with lovely precincts and an air of worship everywhere. The Shrine attracts not only Japanese of every class, but all foreigners go to see it and even to pay some tribute of veneration to the great Spirit it enshrines.

It should be pointed out, too, that the Sagami river is one of the greatest rivers in Japan and well worth seeing; it affords some good fishing too. Some 1,200 feet above Oyama is the Afuri shrine, with pretty natural scenery.



Mausoleum of Meiji Tenno, Momoyama

Keihan Electric Railway

THE KEIHAN ELECTRIC RAILWAY forms an important link between Osaka, the largest commercial and industrial emporium in the Orient, and Kyoto, which was the Imperial capital for more than a thousand years; it extends also to Otsu, the central city of that prefecture. Opened twenty years ago, the railways is equipped with every modern convenience for passenger traffic, in which service it is said to lead all the Osaka suburban lines. The high-speed Scenic Carriages of the Keihan Railway have won

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popular patronage for their comfort and punctuality.

The country traversed by this railway abounds in places of noted scenic beauty too numerous to mention, such as Osaka Castle, Kyoto Imperial Palace, the Kinkakuji, the Momoyama Imperial Mausoleums, the Byodoin at Uji and Lake Biwa. This lake deservedly enjoys world-wide fame for its beautiful natural scenery. The Keihan Railway runs an excursion boat from Osaka and Kyoto to the lake. This boat, the Keihan Maru, is equipped with deisel engines, having a speed of 18 knots, quite an unusual speed for a boat of this kind; and appearance of so popular a boat on the lake has made excursions there more numerous and pleasant than ever.

Hachiman Shrine, Near Kyoto

Momotani Junten Kwan

(The Momotani Company)

THE MOMOTANI COMPANY are famous manufacturers of toilet articles, of which the Bigansui, a popular beauty-lotion, is the most outstanding. The business is owned by the Momotani family, of which Mr. M. Momotani is the head. It is an unlimited liability company with a capital of 1,500,000 yen, with business offices at 5, Ichioka-motomachi, Gochome, Minato-ku, Oasaka; at 12, Hon-cho Shichome, Nihonbashi-ku, Tokyo; and at Kokawa-machi, Wakgyama. The laboratory is at the Osaka address; and their four factories are in Osaka and Tokyo.

The exports of the Company go lar-

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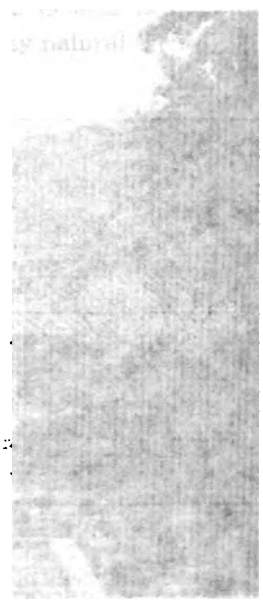

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gely to China, South Sea countries, Brazil, Siam, India, North America, Hawaii and other countries, where the demand for the Company's products is steadily increasing. The excellence of the articles turned out by the Momotani Company have won gold medals at national and other exhibitions.

The Momotani is a very old family, with roots extending back to ancestors in the service of the great Oda Nobunaga some 340 years ago. On the death of this feudal lord the head of the Momotani family settled at Kokawa in Kishu where for several generations the head continued to be the local squire. After the Meiji Restoration, the present head of the family, Mr. M. Momotani, started the manufacture and sale of patent medicines compounded after foreign methods, and was a pioneer in medicine improvement in Japan. Later, concentrating on toilet articles, he vastly improved their quality and untility, introducing the famous face lotion known as Bigansui, which has achieved such wide popularity as to have ensured the prosperity of the Momotani Company.

Kitano Shrine, Kyoto

Shin-Keihan Electric Railway

THE CARS of the Shin-Keihan Electric Railway have the reputation of being the fastest in the Orient, maintaining a speed of over 70 miles an hour; it covers the distance between Osaka and Kyoto, the largest of Japan's industrial cities, and the old capital, in the short space of thirty-eight minutes, and takes only forty-five minutes more to get from Osaka to Arashiyama where the finest

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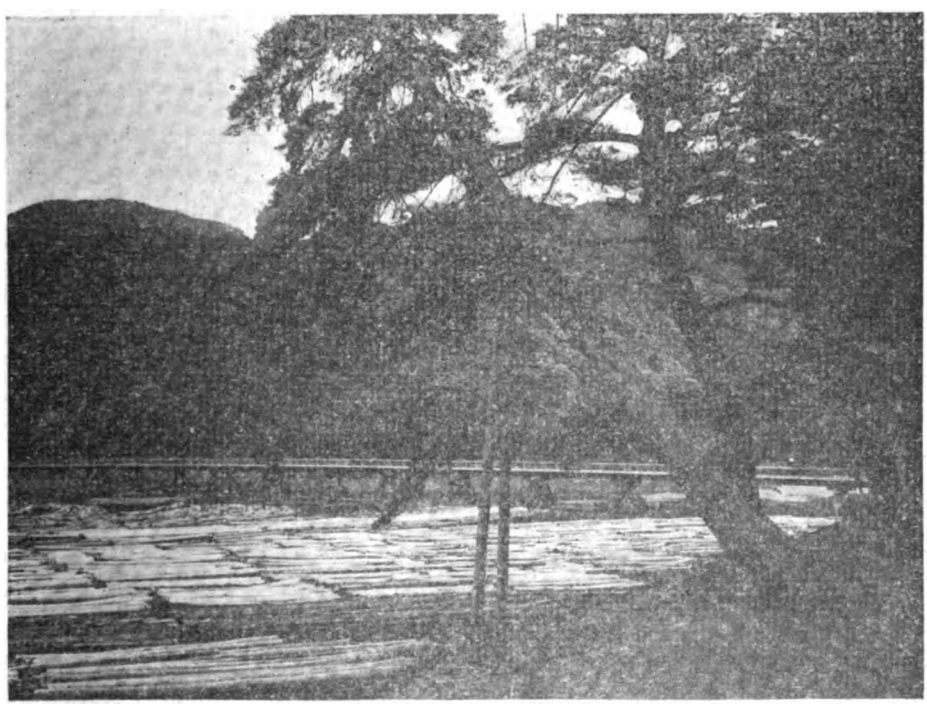
natural scenery in Japan can be enjoyed. From Kobe, one of the largest commercial ports in Japan, the cars of this railway take passengers to Kyoto in only seventy-five minutes, making easy connections with the Hankyu Electric railway.

The Shin-Keihan is up to date in stations, track, cars and all its equipment, in which respect it is unipue in the Orient. The carriages of the Company are finished and appointed in a style of beauty and comfort consistent with the beautiful places so many of its patrons go to see, such as Kyoto and Arashiyama, pleasure-resorts of world-wide fame and interest. Most of the country traversed by the Company's lines affords scenes of interest and beauty, the cradle of Japan's ancient civilization where the Yamato race and its traditions began to make history.

The Company is now constructing an underground system in Kyoto which is making favourable progress. As a nation may be fitly judged by its facilities for transportation, the Shin-Keihan Company aims to keep its equipment symbolic of Japan's progress in wealth and civilization. The President and directors of the Company request all foreign visitors to Japan to bear in mind the name, " Shin-Keihan," and to know that only by using it can they see some of the best things to be appreciated in Japan.



Arashiyama, Kyoto

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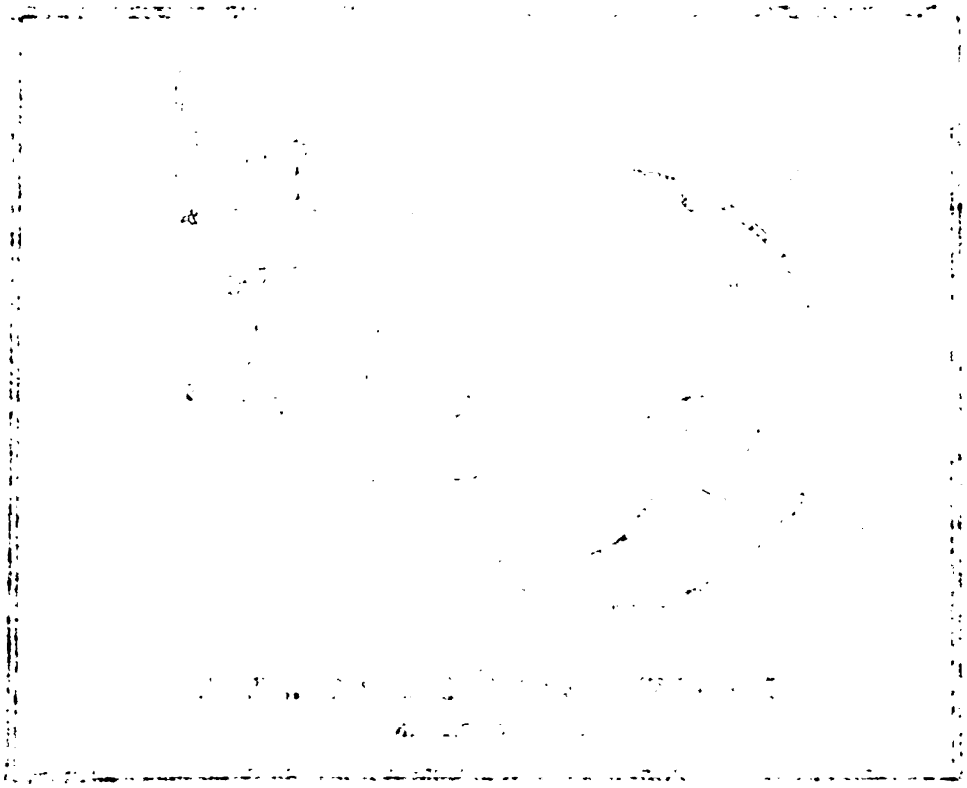

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:TOKYO, JAPAN

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